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AIR-RIDE SUSPENSION-example

1955-57 CHEVY- kit



Front "Shockwaves"	£529.08pr
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Air-Ride pump/tank system	fr £861.62



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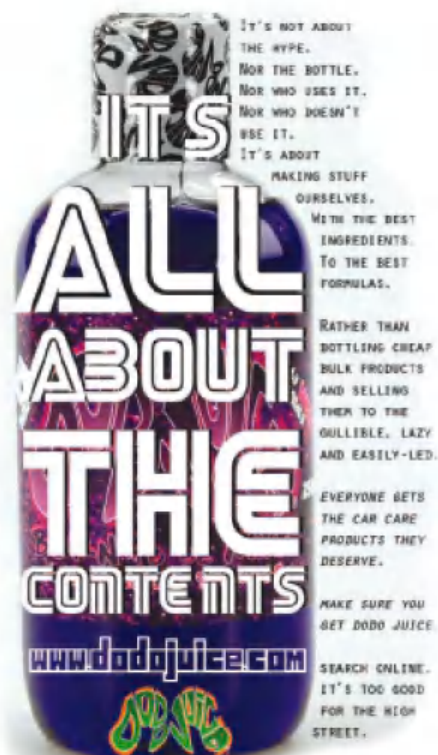
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Introduction

I never cease to be amazed by the resilience and positivity displayed by hot rodders and drag racers. When the going gets tough, they take what life throws at them on the chin, knuckle down and get on with things.

The unpredictability of the British summer always makes organising events somewhat of a gamble, but that's the nature of the beast. Recently though, on what must have been one of the busiest weekends on the calendar,

the weather did its utmost to upset the applecart. The Hayride, Mopars, Silverstone Classic and Rally of the Giants were all severely affected by rain, yet I haven't heard anyone complain. I attended the *Kings Lynn Kruisers* show on the Sunday and, within a couple of hours of my arriving, the rain came. The organisers put on their rain coats and carried on regardless. In the end they had to admit defeat and hastily bring the show to a close, but they were still smiling.

Having been at the sharp end of show

organisation myself in the past, I tip my hat to anyone involved in organising a rodding or racing event of any sort, whether it be of national status attracting thousands of people or a smaller, local show. Even if the weather behaves itself, there's always something going on behind the scenes that needs attending to. Ladies and gentlemen I applaud you. It's often a thankless task, but our weekends wouldn't be the same without you.

Dave Biggadyke

Take a gamble

We are all aware that the main staple diet of British drag racing is Sportsman classes, or ET brackets. Bracket racing is a numbers

game - too quick you get an instant disqualification, too slow you could be going home. It is also a predicted gamble, hence Shakespeare County's aptly named Bracket Gamblers events, which take place at most of the raceway's Public Track Sundays.

These classes are handicapped at the start by the elapsed times declared by the racer beforehand. The object is to try and run as close to those numbers as possible without running under while, at the same time, crossing the finish line ahead of your opponent. The Bracket Gamblers series offers a monetary prize fund (funded by the £10 entry fee), a trophy and goodies from businesses supporting the raceway.

Brian Huxley, of *Dark Horse* Mustang fame, has now conceived the idea of a Super Gambler for 'doorslammer' cars only. All the usual RWYB rules apply and pre-entry will be required prior to the event, with the £30 fee going straight into the prize pot. No one makes any money, except the overall winner and runner up, but all 32 places would have to be filled to make the concept work.

The Public Track Weekend on 10-11 October has been targeted for the Super Gambler, with a provision of 25 October Halloween weekend as a delayed rain date. Interested? Then please confirm by emailing your details to shakespearecountyraceway@gmail.com. Further details will be released in due course.



New but old news

Rodger Attaway, author of *Street Rod & Custom Showtime*, and Graham Kelsey ran the Manchester Rod & Custom Shows through their operating company, Shari Heath Ltd., and their membership of the *International Auto Show Producers Association (IASPA)* was in that company name.

As a contributor to *Street Rod & Custom Showtime*, Bob Larivee snr. duly received his copy and, in return, kindly sent Rodger a copy of his own limited edition book, *Show Car Dreams*. Within its pages Rodger came across two significant items - a photo of Richard Wale's Triumph Herald in the Grande Finale at the Sahara Hotel, Las Vegas in 1981 and that Shari Heath Ltd. was inducted into the *ISCA* Hall of Fame in 1981. A somewhat overwhelmed Rodger commented, "I am honoured and humbled to be cited with such famous names, and it has only taken me 34 years to find out."

Street Rod & Custom Showtime would make a fabulous Christmas present for the person in your life who wants to know, or is fascinated with, the evolution of hot rods, drag and custom cars in the UK. Priced at £29 plus p&p, the book is available online at www.streetrodandcustomshowtime.net / www.americanautomags.com / www.woolfe.com or you can pick up a copy at any of the events listed on American Auto Magazines' website.



Online talk

The British Drag Racing Hall of Fame has recently launched a new online magazine, *HOFtalk*. Edited by Simon Groves, the magazine is designed to improve communication with inducted members, sponsors and supporters, as well as providing a useful source of reference. Find out more at www.britishdragracinghof.co.uk

Rear of the Year

Some like them curvy, others prefer a more streamlined silhouette, but if your car has a great-looking boot(y), you could be in with a chance of winning a Rhythm Riot weekend ticket, with accommodation for two, in a newly-launched, free-to-enter competition. Simply email a picture of your car's tantalising trunk to the guys at Rhythm Riot and they will load it into their facebook gallery and invite people to vote for their favourite.

One lucky owner will win apartment accommodation and two wristbands for Rhythm Riot in November, and will enjoy three days of non-stop 1950's music, dancing and lifestyle, with a line up of bands and DJs, clothing market, classic car cruise, indoor flea market and more.

Check out www.RhythmRiot.com and send your picture to RhythmRiot@RockTheJoint.com



Book reviews by Mike Pye

Roy Richter, *Striving For Excellence*

By Art Bagnall

Available through Amazon, Abe Books, eBay etc.

Unusually for a book review, we should start this one by saying you can't easily buy this book. Printed in 1990 by its author, it's long been out of print but the wonders of the internet mean, with a little perseverance, you will be able to find yourself a copy for reasonable money, as I did.

As a confirmed fan of anything Cragar, to me this book is priceless. But, as many of you will know, Roy Richter did an awful lot more in his life than just bring us the magnificent S/S wheel. He was a pioneer, both in addressing quality issues in the blossoming aftermarket wheel industry, but also in safety in motorsport through his Bell Helmets business, which brought crash helmets out of the leather clad dark ages into the modern composite world. He was also one of the first in the automotive aftermarket industry to truly understand and harness the power of marketing, and did it brilliantly. On top of that, he built and successfully raced 'Spin Dizzys' and Midgets, was a founding member of SEMA and, a lesser known fact, was 8ft11in giant Robert Pershing Wadlow's cousin.

If ever there was a man who epitomised the American hot rod success story it's Roy Richter, and if you've even the slightest interest in the history of our hobby, you owe it to yourself to read this book.



East vs West Showdown Rods, Customs and Rails

By Joseph Alig and Stephen Kilmer

Available from American Auto Mags, £19.99

If I'm brutally honest, I bought this book when it was raining at the drags so I had something to read while I waited for the track to dry. It's not the greatest book ever written on hot rods, or the greatest collection of hot rods assembled in one book, but it does still make for enjoyable reading. The foreword by none other than Jay Fitzhugh (of *Rodder's Journal* fame) sums it up quite nicely when he says a lot of the supposed prejudice between 'left' and 'right' coast cars came about as a result of the media, notably the fact that the majority of early hot rod publications originated out of California. At the end of the day, people all over America were building hot rods, and this book takes a candid look at a number of hot rods and hot rodders, as well as customs and race cars from both sides of America. With its tongue in its cheek, it attempts to find a winner at the end and, predictably, concludes there are no winners, just hot rodders doing things their own way. As a broad minded resource book, with a bit of hot rod history thrown in, it's well worth the cover price.



Handy tips

Vern Tardel has just released a new title in his *Let Me Help You* series for traditional Ford hot rod builders. Throughout its 40 pages, *Vern's Helpful Restoration Tips for Saving Vintage Ford Parts* offers great shop tips to help you successfully work with rusted iron and seized parts. It describes ways of saving damaged threads when you don't have the right die, releasing what seems impossible to disassemble, how to take a folding bonnet apart without any damage, how to change a bush with simple tools and even how to make a variety of engine and transmission stands for a modest outlay. The book also includes tips on making your own tools.

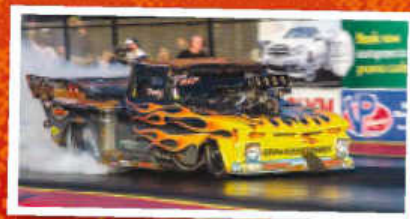
Priced at \$12.95 plus shipping, Vern's latest book is available online at www.verntardel.com



Pod cast

The latest happenings at the home of UK drag racing - Santa Pod

It's time for the Big One. Yes, the Euro Finals - or the FIA / FIM European Drag Racing Championship Finals, to give the event its full title - is just around the corner; four glorious days over the first weekend of September. It's the



grandest, most prestigious drag race of the year, the crowning glory for each season's new European champions. There will be 14 or 15 countries represented and upwards of 250 entries. You will be able to practise your Finnish or your Greek, your French or your Hungarian, and most languages in between, all without leaving the Santa Pod paddock. What's more, the fresh, early-autumn air often provides record-cracking conditions.

At the time of writing, Santa Pod boasts both ends of the European Top Fuel record - 316.40mph set at last year's Euro Finals by Thomas Nataas, and 3.912 seconds set at May's Main Event (FIA round one) by Anita Mäkelä. Anita's Main Event dominance secured her an early lead in the title chase, but now she lags a paltry two points behind 2015's champion, Mikael Kågered. There may still be a couple more races to go before the teams descend on Santa Pod, but already the season's grand finale is shaping up to be a flat-out thriller. And there's a very special qualifying session lined up for the event, too. Mark Friday 4 September in your diary for the greatest spectacle in motorsport - nitro cars at twilight! There's simply nothing in the world of sport to compare with the sight and sound of Top Fuel dragsters hammering down the strip, header flames wing high, and the atmosphere itself quivering around you, as the dusk draws nigh. And don't forget, there are Funny Cars, too.

Throw in a 16-car field of Pro Mods, a dash of quick-fire Pro Stocks, methanol-powered dragsters and funnies and you have the recipe for a motor race without parallel. If you have never experienced a big-time drag meet in the flesh, you really need to.

There's also the Live Action Arena and a raft of after-hours musical entertainment. All in all, it's a blast for all the family (kids get in for free) and it happens from 3-6 September. As the old American dragstrip ads used to shout, Be There!



Bank Holiday roundup

With the last Bank Holiday of the season almost upon us, here's a look at what you can get up to over the extended weekend.

For those with an uphill inclination, the **VHRA's GOW! Speed Hill Climb** takes place at Prescott Hill in Gloucestershire on 28-30 August - www.vhra.co.uk

If you fancy something more static, the **NASC Street Rod Nationals** at Trinity Park, Ipswich on 29-31 August may float your boat - www.rodandcustom.co.uk

For quarter-mile fans, there's either the **Open Sport Nationals** at Shaker County (29-31 August) - www.shakespearecountyraceway.com - or the **Hot Rod Reunion** at York (30-31 August) - www.yorkraceway.org.uk

For those looking for just a one-day event, how about **Canamania?** (30 August) - www.canamcarclub.org.uk - or on Monday 31 August, there's the choice of **Buster Lang** in Morden, Surrey - www.busterlang.co.uk - **Cars & Stripes American Auto-Fest** at Rockingham Motor Speedway, Corby, Northants - www.rockingham.co.uk - or the **Victory Wheelers' Hot Rod, Custom and American Car Show** in Havant, Hants - www.victorywheelers.co.uk

Whatever you decide to do over that weekend, make sure you enjoy yourselves.



Northern booty

The latest news from those nice people at the **NSRA** is that the Northern Swap Meet will once again be held at the Magna Science Adventure Centre in Rotherham (postcode S60 1DX). The doors open at 7.30am for traders and 9.30am for those eager to part with their hard earned. For more information, visit www.nsra.org.uk



Hip Trip

It's a common misconception that everyone that's into hot rods is also into the rockin' scene and wears turn ups with everything. Well, if you prefer your music on the dirtier side and prefer a bit more roll with you rock then The Trip Out is for you. Now in its fourth year, this superb event has really found its groove, and continually surprises with its unique blend of music, hot rods, custom cars, vans and motorcycles. It's the only show on the calendar where you can see women eagerly deep throating sausages while bearded men attempt to eat roast dinners with their hands behind their backs while others risk life and limb on the infamous Bomberdrome, or the skate ramp, or in the Kick Start competition. Add in cult movie shows, a vintage ice cream parlour, a fabulous farm shop and even glamping now if you're too posh to put up your own tent, this wild weekender really has got it all. Oh, and did we mention you can be in with a chance of winning a custom Harley chopper, too?

Turn on, tune in and get down to Scald End Farm in Bedfordshire over the weekend of 4-6 September. www.thetripout.co.uk



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In the family way



Dear CC, in the July issue you did a piece entitled 'Remember this?' about my dad, William Hill, and a Mk2 Zephyr. He has asked me to contact you to say thank you for re-visiting this for him, he was very chuffed to see the car again after nearly 35 years.

He has also asked me to send you pictures of his more recent projects. He has owned a 1959 Mk2 Zodiac since the '80s and it went off the road in the early 2000s for restoration. His nephew, Paul Masee, took over the project and completed the vehicle last year, finishing it in Volkswagen Viper Green and Ford Frozen White. An unfinished project is his '73 Volvo 1800ES, which he has spent the last few years modifying through a local vehicle customiser. The vehicle is still in its infancy, but he is keen to complete it in the coming years. We also have a '79 Morris Marina 3-door in the process of being customised as well.

Dad said if you wished to come and look at the vehicles, or ever wish to do a piece on them, please just let us know and we will be happy to accommodate. Many thanks for giving my dad a moment of happiness in seeing his car again,

Danny Hill via email

➤ Hi Danny, please tell your dad we think his Volvo looks the nuts. So much so, we may well have to pop along and take a closer look at it. Ed.



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The writer of the Star Letter each month will win a set of the Laser Tools Alldrive range.

Ragin' again

Dear CC, I was pleasantly surprised to find a picture of my family's Bantam, *Ragin' Cajun*, in your Nostalgia Nationals coverage. Although I think my dad was far more chuffed. The car belongs to the whole family, albeit only myself and my brother actually drive it, so we of course have far more benefit than anyone else, particularly my dad who puts a lot of effort in for virtually no reward. The car was built around 10 years ago and we spent around four years running it, struggling with several component failures

and never running to potential, until a pair of spun rod bearings at the wrong time in life put us out of action for several years. This year is our first season back, but we still seem to be fighting with the gremlins. The caption with the photo implies the body of the car may have a story to tell. Perhaps it does, but perhaps not the story you may be thinking. It's an old Pat Cuss body that was passed around over a very long period of time and never fitted to a car and painted. We are the first actual users of the body.

We are very much children of Smax Smith's *Ant Hill Mob*, along with Neil Townson (*Northern Spirit*), Fizzy Mike (*Fizzy Pop*),

Martin Green (*Rods 'n' Rockers*) and others. This is the circle through which we acquired the body, along with a rolling chassis, which was ultimately replaced by a new Jon Rathbone Chassis. You are welcome to visit us in Rochdale to find out more about the car.

Elliott Jones via email

➤ Thanks for filling in the history on the car Elliott. It's great to see you guys back out enjoying yourselves again, and hopefully you'll soon sort out those gremlins. You never know, we just may make it up to Rochdale one day. Ed.

Capital customs

Dear CC, your brilliant coverage of the Coe brothers' Impala and Econoline really hit the nail on the head. As a teenager I wanted a slammed Anglia with Appletons, fender skirts, lakes pipes and a continental kit. You would at 16, wouldn't you? This cruiser-style car's pretty much a thing in South London, where I see a very chic Volvo Amazon as a regular part of the traffic. Lowered with a few period custom touches, it looks the business. I see other candidates for

this treatment in South London like this Humber Sceptre – drastically lowered, Appletons, lakes pipes or Bellflowers, seams blended in, metalflake on the roof, pinstripes, some subtle lace patterns, chrome reverse wheels, spider caps, Pinner whites. Interior? White tuck 'n' roll, what else?

This would be a good 'getting started' feature aimed at the younger kids reading this publication. It could showcase the most stylish cars in Britain, built on a budget using the DIY ethic.

Chris Henniker via email



➤ Food for thought there Chris. Let's see if your letter encourages any of our younger readers with similar cars to get in touch. Ed.

Thanks

Dear CC, I'd just like to thank Mike Pye for the pic of my car in your mag and the words he wrote about it - he was right on the money.

Bryan Shaw (Barbaracuda) via email

➤ Consider Mike duly thanked. Ed





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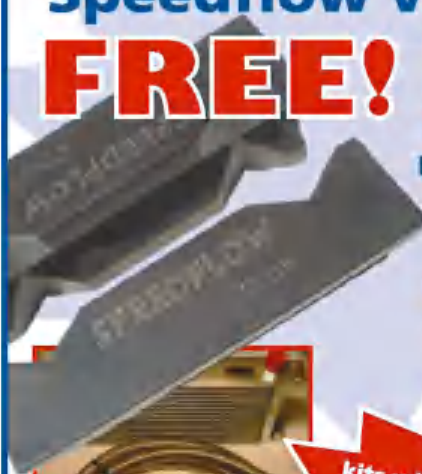
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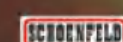
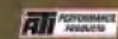
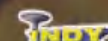
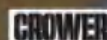
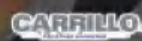
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Words and pics: **Paul Bussey**

In celebration of American Independence Day, organised by Keith and Dot Elderkin of the Vintage Stock Yards (www.vintagestockyards.com) and in aid of fund raising for the Worcester Breast Unit Appeal and Cancer Research UK, the All American Day at Malvern mustered a fine line up of Yanks, rods, trucks and motorcycles.

"We started the event three years ago when there were around 20 cars in a pub car park," enthused Keith. "This year, Peter Wylie, MD of Automated Packaging Systems at Spring Lane, Malvern, was kind enough to host the event for us, which attracted around 100 vehicles and motorcycles."

"The day was all about giving something back and supporting charities that are very close to us, as I'm a breast cancer survivor," continued Dot. "We are delighted to announce the event raised £1,167 for our nominated charities and everyone had a fantastic time, even if there were several downpours during the afternoon."



Richard and Rachael Warburton's '41 Willys lives outside in the open and gets used all year round. The glass fibre body sits on a custom chassis with a built 5.0-litre Mustang engine and narrowed 8-inch Ford axle with LSD. Best quarter mile time to date is 12.89 seconds.



Colin Bennett says his '55 Ford Pop gets used loads, both on the strip and street, and goes out every weekend, but returning 10mpg, rarely passes any petrol stations. That's hardly surprising as it's running a 7.5-litre big block, backed with a Ford C6 transmission and a 9-inch. Best time on the strip is in the 12s.



Two bands offered their services free of charge during the day, *The Casablancans* and *The Dead Shots*.



Brian and Lee Huxley's tube-chassis'd '68 Mustang features a GRP body, 514ci Ford engine built by Tim Hines, C6 transmission and a 9-inch with Strange shafts. Clearly more strip than street orientated, the car has covered the quarter mile in 9.47 seconds at 145mph.



Chris Vining runs Custom Coach Trimming in Evesham, Worcs, and this striking '58 Chevrolet Brookwood wagon is his rolling calling card. The car was imported from California a year and a half ago and runs a 283ci Chevy motor, two-speed 'Glide, air ride and House of Kolor paint, which was deemed good enough to win the Best Paint award on the day.



Mark Curtis' '74 Ford Falcon XB GT is powered by a 351ci Cleveland engine. This one is an original Australian model that's been imported, but Mark told us these cars could actually be purchased brand new in the UK in 1974.

Words and pics: **Paul Bussey**

It certainly felt like a record year for the number of people attending this incredibly popular event, estimated by the organisers at 10,000-12,000.

By early evening the common was so full that you could hardly see the cars for the people! Nowadays, the event is regulated to accept 1,050 pre-booked vehicle entries and 115 classic motorcycles and scooters. For those enthusiasts who have never attended, Classics on the

For one afternoon / evening of the year, Harpenden really rocks

Common really is the most fabulous spectacle, with a tangible friendly atmosphere to relish and enjoy. For one afternoon / evening of the year, Harpenden really rocks.

Classics on the Common is run by Harpenden Village Rotary Club and proceeds go to many different charities. This year's recipients included Motor Neurone Disease, Keech Children's Hospice, Herts Action on Disability and Harpenden Spotlight, amongst others.



Barry and Sally Shaw's rare '54 Hudson Hornet is powered by a 308ci straight-six Flathead engine, converted to run on LPG. Barry told us the brakes weren't terribly good when he purchased the car as the old treadle-vac system was worn out, so he's fitted a new power braking system.



Slim Fooks is a regular at Harpenden, driving his '49 Studebaker Starlight Champion coupe up from Farnborough, Hants. It is said the design of the four-piece curved rear window was inspired by the cockpit glazing of a Douglas DC-3 aircraft.



Graham Watkins' '32 roadster runs a 4.5-litre, 24-stud Flathead V8 that came from a WW2 Bren Gun carrier.



Martin Friend owns this mildly rodded '30 Ford Model A coupe, which is powered by a modified 4-banger motor.



Barry Friend, brother of Martin, completed the build of this chopped and channelled 1940's Ford pick-up around a year ago. A novel feature is the grille from a 1965 Nuffield tractor. The running gear comprises a 350 / 350 combo and 9-inch Ford axle.



Matt Hollingsworth's '73 Dodge Challenger has been made to look like a 1970 model and built as a Sam Posey tribute car from the SCCA Trans-Am race series.



This 1947 Chevrolet Fleetline street rod underwent a body-off rebuild in 2011, is powered by a Chevy 350ci engine and TH350 transmission and features a 2009 Mustang interior.



Purchased by Tony Howard in 2006, this '55 GMC pick-up has since been restored and now runs a 6.6-litre Pontiac engine, Mustang II front end, a five-link rear and disc brakes all round.

Words and pics: **Jeni Long**



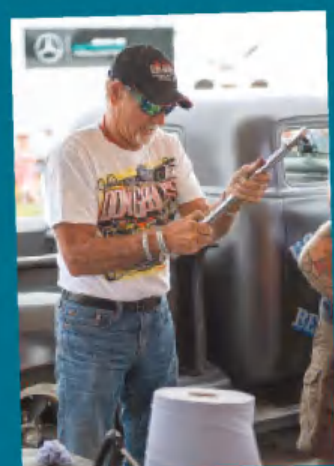
Old meets new - Chevrolet was in attendance, showing off the brand new 650bhp Z06 Stingray, with a selection of its predecessors, including this magnificent C2 convertible. Both cars made runs up the hill over the course of the weekend.



'Nux's' car from the latest *Mad Max* movie, *Fury Road*. The jury is out on the film itself, but no one can argue his '34 Chevy 5W coupe was incredibly well detailed. Unsurprisingly, the turbo feeding into the blower is fake...



Also from the *Mad Max* films, Max's own '74 Ford Falcon XB first appeared in the 1981 film *Mad Max 2: The Road Warrior*, but makes a re-appearance in the new movie, too. As the display board put it, "Rusted through and rattling, with one too many repairs and far too few original parts."



Big Daddy doing what he does best - working on his own race cars. Here he is torquing up following a brainwave repair with a can of Sprite and some Fixodent to get around a burned-out valve on a previous run!

If you could capture and can a sound and atmosphere - one you could open and replay on a miserable Monday morning - the 2015 'Flat-out and fearless'-themed Festival would have been the place to capture it.

This monumental, gasoline-fuelled garden party really caters for all tastes in motorsport, whether you're into vintage historics, stock cars, Formula One cars, rally cars or drag cars. Complete with the customary awe-inspiring lawn sculpture and a selection of the hottest, weirdest, fastest cars on the planet, if you don't leave the event on a massive high you're clearly already dead.

monumental, gasoline-fuelled garden party

Add in appearances by old-time heroes such as NASCAR's Richard Petty and drag racing's godfather, Don Garlits, who, after we spotted him fixing his *Swamp Rat* dragster in a decidedly unusual way, commented, "I won championships this way."

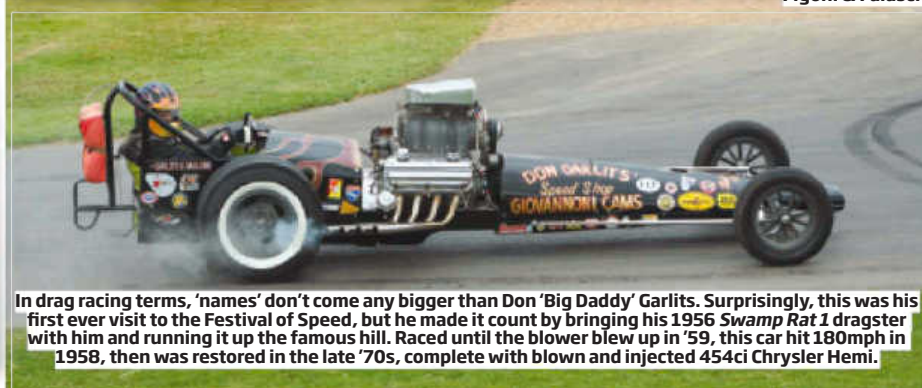
It's a tough show to report on without filling every one of the pages of this issue, and what we've got for you here really doesn't scratch the surface of this



incredible gathering, but should give you the inspiration you need to attend next year's Festival. Take it from us, it's a day, or a weekend, you'll never forget. [EXPLORE](#)



The Cartier *concourse d'elegance* always turns up something special, and this year it was this stunning 1939 Delahaye type 165. One of only six ever built, with a V12 nestled under the bonnet and extraordinary bodywork by French coachbuilders, Figoni & Falaschi.



In drag racing terms, 'names' don't come any bigger than Don 'Big Daddy' Garlits. Surprisingly, this was his first ever visit to the Festival of Speed, but he made it count by bringing his 1956 *Swamp Rat* 1 dragster with him and running it up the famous hill. Raced until the blower blew up in '59, this car hit 180mph in 1958, then was restored in the late '70s, complete with blown and injected 454ci Chrysler Hemi.



Ken Block's Gymkhana series on the internet has attracted literally millions of viewers since they started. His latest ride is this tube-frame Mustang, dubbed *Hoonicorn*. The motor is a stack injected Roush Yates Ford V8, kicking out 845 horses through permanent all-wheel drive.



Another star-spangled member of the 2015 American Invasion team was Richard Petty. He's been at the Festival before, but no one minds seeing his legendary 1970 NASCAR championship-winning Plymouth Superbird being given a bootfull in little old England. As far as the kids present were concerned though, this is 'The King's' car from the Pixar movie, *Cars*.



With the 'Flat-out and Fearless: Racing on the Edge' theme of the 2015 Festival, it was only right that the famous Blitzen Benz should be seen hauling itself up the hill. This car re-set the Land Speed Record to 131.72mph in 1910 with Barney Oldfield at the wheel.



And you thought the Americans invented the V8, huh? The first true example of a V8 engine was to be found in this 24.5-litre Darracq, built in France in 1905 to contest the Land Speed Record. With its open valvetrain engine producing 200bhp and requiring what can only be described as a balls-out style of driving, it was epic to watch.



Put through its paces in anger for the first time in 100 years, the 28.4-litre, 290bhp *Beast of Turin* Fiat S76 sounded like a demon driven straight out of hell. This car was built in 1911 to contest the record set by the Blitzen Benz.



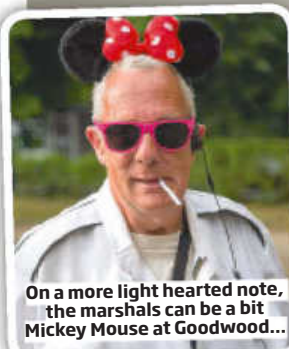
Two years later, in 1913, L G Hornsted built this modified 21.5-litre Benz, again to contest the Land Speed Record, racing this behemoth to great effect at Brooklands.



Few could be prepared for seeing, and hearing, the 450bhp, 27-litre Liberty aero-engined *BABS* on song. This was the car John Godfrey Parry-Thomas crashed in 1927 when contesting the Land Speed Record on Pendine Sands in Wales. As he died in the accident, the car was buried where it came to rest, but was exhumed with the Parry-Thomas family's consent in 1969 and restored to driving condition over a 15-year period by Owen Wyn Owen.



Clearly, jumping from a balloon 24 miles above earth wasn't enough for Felix Baumgartner, who was to be seen at the Festival behind the wheel of a number of vintage race cars. The look on his face, and that of his passenger, says it all.



On a more light hearted note, the marshals can be a bit Mickey Mouse at Goodwood...



It's not just cars at The Festival of Speed, there's plenty of aerial activity, too. Needing no introduction, the Red Arrows displayed for all three days of the garden party.

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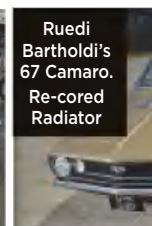
Alan Williamsons 1954 Chevy Pick Up - Twin Radiators and Fans



Adam Sayer's 57 Chevy. Aluminium Radiator



Mark Todd's 65 Pontiac GTO. Aluminium Radiator & Sunoco Race Fuels



Ruedi Bartholdi's 67 Camaro. Re-cored Radiator



Andy Fadster Hadfield's Twister Model T. Aluminium Radiator & Spal Fan Pack



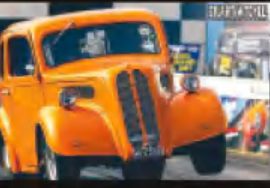
Mick Taylor's Fordson Van. Aluminium Radiator & Nitrous Fills



Simon Barlow's Fordson - Aluminium Radiator



John Dalrymple's 1933 Full Tilt Willys - Setrab Oil Cooler



Lee Teylor's Ford Pop. Stant Racing Cap and Nitrous Refills



Jeff Hawsworth's 4/44 Supercharged Wolsey. Aluminium Radiator & Spal Fan



John Ashby's 34 Ford. Aluminium Radiator & Spal Fan



Colin Millars Ford Pop - Aluminium Radiator



Mark Paton's MK1 Zodiac. Radiator Re Core & Spal Fans



Mick Medford's Consul Capri - Radiator Upgrades - Setrab Oil Cooler



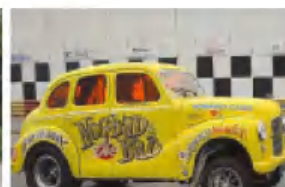
Barry Richard's MK1 Zidiac. Aluminium Radiator & Spal Fan



Sean Milsom's Morris Z Van. Aluminium Radiator



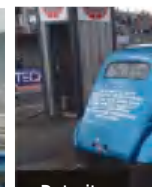
Paul Liquorish's Ford Pop. Aluminium Radiator



Nick Brook Langham's Austin Devon. Aluminium radiator & Spal Fan



John Osbourne's F3 Pro Charged 100E. Twin Radiators - Charge Air Cooler



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Jason Wier's Chevy Suburban. Cooling Upgrades



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Nigel Morris's Big Foot - Aluminium Radiator Cooling Pack



Paul Morton's MK1 Zodiac. Aluminium Radiator & Spal Fan



Tony Shailer's Model A Delivery. Aluminium radiator Shroud & Spal Fan



Michael Hawkin's 1936 Chevy. Aluminium Radiator & Spal Performance Fan



Hauser Race Cars. Aluminium Radiator & Fan Package



Ian Norman's Ford Pop. Aluminium Radiator



Steve Neimantas' Bentley Continental GT. Sunoco Race Fuels



Perry Stephenson's MGB. Nitrous Refills



Tony Cooper's V8 Capri. Aluminium Radiator



Mick Medford's Hillman Husky - Flow Test and Cooler Service

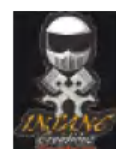
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Pic: Paul Green

Pendine speed weekend

Words: Mike Pye

Pics: Mike Pye and Paul Green Photography
(www.paulgreenphotography.com)

This event is a big deal. Not just to those who compete, but to anyone with an interest in traditional hot rods. As Bakersfield is to nostalgia drag racing, in just three years 'Pendine' has become *the* event of its kind on the world stage for this type of hot rod. To quote Limeworks' Steve Dennish, who had flown over from the States to witness it firsthand this year, "There's nothing like this in the States. There may be this many traditional hot rods at some events, but they're diluted by hundreds of fuckin' stree..." You get the picture.

It really is an amazing feeling just to stand on the beach and drink it all in and there's no way to put across in words and pictures how special it feels to be a part of it all. That's down to several things, not least the huge effort put in by the VHRA, the *East Coast Sidewinders* and the many willing helpers who make the Amateur Hot Rod Races at Pendine Sands what it is.

There were a few changes this year, including a building project in 'our' car parking area, more discreet sponsors (notable thanks must go to E.L.M.C. for

offering a leather jacket worth up to £1,500 to the driver of the overall fastest car) and a couple more trophies, but the main one was a significant increase in competitor numbers. 193 cars signed on to race this year, up from 80 the first year and 130 last year. Even though only around 160 actually made it onto the sand it felt a lot busier.

Due to a number of things, not least the weather, the racing ran a little behind schedule this year so not everyone got their

noticeably faster and numerous class records were re-set, as well as a new overall mph record set at 116.03mph.

Talk soon turned to next year and the potential of extending the Races for an extra day, maybe even up to a week. Rather than start a rumour, I checked this with Neil. "It's a lovely idea," he said with a smile, "but there are a few big buts in the way." Suffice to say, those buts include the MoD and Mother Nature.

The really great thing about this event

*the event of its kind on the world stage
for this type of hot rod*

proposed two runs in on the Saturday. Then, after an aborted valiant initial attempt to set the course up in gale force winds and driving rain on Sunday morning, a decision was made to postpone the start of the racing for an hour and then to let the slower, 4-banger powered cars ("the 50mph club") run first to give the track a little more time to dry out. Come early afternoon though, the sun came out, the course firmed up and general consensus was it was the best it has been yet. Speeds were

is you just don't know what you're going to get until the day. Drag racers often say conditions are never the same from day to day, but on a track made of sand that's only revealed when the sea retreats, conditions are *never* the same twice, and that's just one more thing that makes this event so special.

Though a date will not be known until tide times are confirmed, there *will* be a fourth Annual Hot Rod Races at Pendine Sands, and we *will* be there to cover it. CUSTOM CAR

It's a cover up

Regulations are deliberately few and far between at Pendine, but one that was enforced for this year was that all engines must be covered. Event organiser, Neil Fretwell: "That was actually supposed to be a rule for the first year as the regulations were always designed to align with the SCTA rules that were written in 1936 or '37. We had a Model A fan and an alternator fan let go last year so we insisted this be adhered to this year." Solutions ranged from purely functional to really rather fancy.





The first rule of motorsport is read the rulebook. Though I'm told it was a happy accident, Gavin Meanley discovered that by removing the bed from his '32 closed cab pick-up he could go for a record in the V8F/S (Streamliner) class. He got it too, with an 86.14mph best run, beating the only actual streamliner in the class in the process!

It's all about the details with an event like this and it improves slightly each year. Matching outfits for all the principal organisers and fantastic all-in-one suits for the flag girls really added to the atmosphere.



Pic: Paul Green



As has become tradition, last year's fastest driver gets proceedings underway. In the absence of Carl Frith, Neil Bennett was once again the pioneer, back in his Batten Special this time, pacing out a strong 108.48mph on Saturday's less than perfect track.

Pic: Paul Green

Looking at the sunny blue skies in the rest of the pics, it's hard to believe this was how the beach looked when the guys were trying to set up to race on Sunday morning.

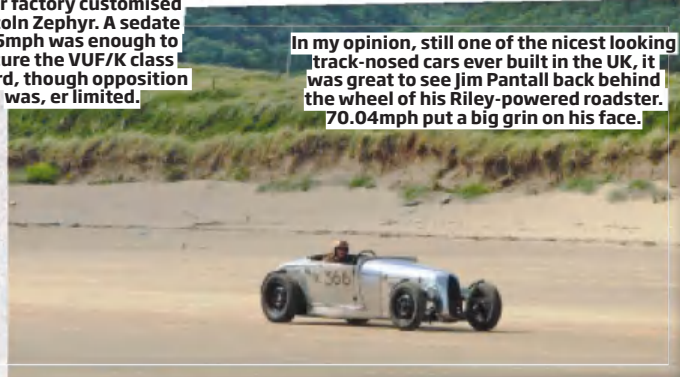


Pic: Paul Green



Award for the largest, classiest car in attendance went to the equally classy Julian Balme for his 1940 Lincoln Continental, a rare example of the much sought after factory customised Lincoln Zephyr. A sedate 57.5mph was enough to secure the VUF/K class record, though opposition was, er limited.

In my opinion, still one of the nicest looking track-nosed cars ever built in the UK, it was great to see Jim Pantall back behind the wheel of his Riley-powered roadster. 70.04mph put a big grin on his face.

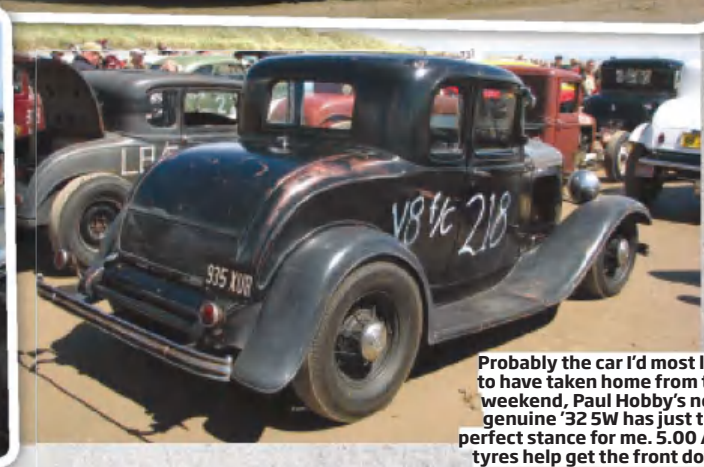


We were inspired by Dan Clare's home built Model A-based special. With a narrowed chassis, a stock A spring cut down to quarter elliptics and wishbones re-purposed as radius rods it was a great looking piece. A 401ci Nailhead and Toyota 5-speed pushed him to a creditable 92.25mph.

Dan Parker's 94.49mph blast in his now Moon disc-equipped '39 sedan to take the V8F/K record wasn't just a flash in the pan as he came past me at a similar rate of knots on the M4 on the way home!



Remind me again, what year is it?



Probably the car I'd most like to have taken home from the weekend, Paul Hobby's new genuine '32 5W has just the perfect stance for me. 5.00 / 5.25 tyres help get the front down.

Pendine Sands 2015



Stuart Loeber and his wife, Cheryl, swapped driving seats, Cheryl this year piloting their original Marin County 5W coupe (now wearing its original club plaque once more) to a best of 79.9mph, 5mph quicker than she ran in the couple's '32 roadster last year. I just love this car.



Honourable mention must go to David Sollis for giving me a ride back with the pack after the final runs on the Saturday in his '27 T coupe on a '30 chassis. The stock 4-banger gave him a best run of 53.16mph.



Once again making the long trip from Sweden to participate, Jan-Olof Odahl brought this heavily channelled, original '32 roadster with him this time. It's an old Swedish show rod and Jan told us he has traced its history all the way back to 1954.

Pic: Paul Green

Considering how many original steel Fords have been imported over the last few years, it's surprising how few genuine '32 roadsters there still are. Mitch Looker's is one though, and is definitely the only one with an Enderle injected and blown Flathead under the hood.



Finally conceding his lovely '34 5W was more street rod than hot rod, Keith Harman booked it in with Juarez Fabrication for retro fitting of a transverse rear spring, added skinnier blackwalls and gave it a matt black blow over. Just the interior left to go, eh Keith?



John Isaac was having ignition problems with his banger-powered '30 Ford Modified, but was intent on making a run before the weekend was out, tuning under a tarpaulin in the rain storm. Moments later, he put in a blistering 22.5mph run.



Pic: Paul Green



Young Harley Peters built this '27 T-bodied roadster in the garden of his flat and, despite blowing its Type 9 'box up on the Friday morning, had a new one fitted by the afternoon and made it to Pendine to race. Car has a 2.0-litre Pinto with twin 97s on a homemade manifold and hit 79.58mph.



With his blown V12 A sedan still not quite sorted, Stuart Blake decided to build another car for this year's event, but only made that decision four weeks prior to the big weekend! The result is this 3-inch chopped '28 / '29 closed cab pick-up with a bored 221ci Flathead and a V8 back end. There's another blown motor waiting in the wings, too.



Gary McCormack has dropped down from stock wheels to 16-inch bent spoke Kelseys on his original '32 roadster and it's transformed the look of the car. Top speed was up a smidge to 91.09 this year.



Originals' member, John Kellett, picked the small block-powered '29 roadster from his enviable collection of rods and pushed it to a respectable 89.92mph.

Another new car on the scene, Phil Wells' recently imported '33 5W coupe (with '34 front sheetmetal) is a proper muscle rod, with a hi-po 289, T10 and 9-inch with Detroit Locker underneath.



Though Chris Smith assures us this new, Brookville-bodied, 350 / 350-powered '32 roadster is his wife, Annie's, car, it was him behind the wheel out on the sand. 99.95mph is far from shabby considering this was the first time he'd driven the car.



With 193 cars on the full to capacity entry card, scrutineers Dan and Chris Howell, with help from Matt Bolt, Bob Froch and Marco Warren, certainly had their work cut out.



Pic: Paul Green



Pendine Sands 2015

The need for speed

Officially now the fastest man on the sand, Matt Farrant upped the ante from 114.56 to 116.03mph, proving that the time spent porting the heads, upping the CR and installing a Comp Cams XE268 and roller rockers in his otherwise stock crate 350 was not wasted. Personally, I think it was his self-cut 'poor man's dirt tracker' tyres that gave him the edge.



Another one who had really gone to town in the quest for more speed was Pete Ayres. His hand built Modified didn't look that different, but looks can be deceiving. His engine is now bored to 304ci, has homemade twin spark heads, a twin dizzy set up and a Schneider 270F cam. The car's Volvo Amazon gearbox now has Quaife straight cut gears, while the Winters quickchange has a Wedglock slipper diff and 9-inch-style 31-spline shafts. It was enough to push his top speed up from 89 two years ago to a best of 97.74 this year.



Some people have really been bitten by the racing bug since last year, and none more so than Roy Holmes who, in an attempt to beat his 59.8mph best last year, had not only installed a brand new, blown and triple-carbed 320bhp Flathead in his '47 Deluxe coupe, but backed it with a Tremec 5-speed, 9-inch halfshafts, a dropped beam and hidden Wilwood front disc brakes. He didn't quite achieve his goal of 100mph, but hit 99.03mph and took the V8BF/K (full-body car) record in the process.

Another who felt a complete new drivetrain was the easiest route to more speed, Johnny Best swapped the old Essex V6 out of his hammered '34 sedan for a 330ci DeSoto Hemi with an Isky cam, high compression pistons and a 4 barrel, mated to a TH350 'box. Ever the joker, Johnny quipped of his efforts, "I've gone from 89 to 99.42mph, that works out at £1,700 per mile an hour!"



Pic: Paul Green



Pic: Paul Green



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SoCal Diaries

Ex-CC editor Kev Elliott now resides in southern California where he works for Street Rodder magazine.

In his spare time he keeps a diary of what he gets up to at the weekends.

This month Kev loses his sunglasses whilst struggling to find somewhere to take a leak.



Baby Hemi-powered '27T was neat, and looked to be an old build.



Chopped and dropped over steelies, but otherwise bodily stock, this early A coupe retains the four banger, albeit with a downdraft carb and header.

Mooneyes Open House

By now you're probably familiar with the Mooneyes Xmas Party and the huge Mooneyes show in Japan the preceding week, but what's little known, and even less advertised, is the company's summer Open House every year. I almost

always forget about it, but happened to hear it was on, literally the day before, so early Saturday morning I made the 20-minute drive to Santa Fe Springs.

Arriving at 8am, the Mooneyes' yard was already packed, as were the car parks of all

the immediately surrounding businesses, including the diner next door, which, despite the obvious increase in business, decided to put 'out of order' signs on their toilets to prevent them being used by the masses!

Food trucks set up shop in the street,

Mooneyes held a yard sale to clear unwanted stock

Mooneyes held a yard sale to clear unwanted stock, and people toured the workshops and machine shop. It was a nice way to start the weekend, putting me in

the perfect mood to spend the rest of the day in the workshop, even if I did lose my Ray Bans at some point in the proceedings.



Featured in the very last issue of Rod & Custom, Ray Dunham brought his '33 roadster up from Costa Mesa.



Did you ever see a '39 Cadillac coupe look this good? It needs the bonnet putting back on though...



Okay, I'll bite. Who thought it a good idea to put the weight of a small block on stock wires, then add to the stress by adding disc brakes? Why even disc brakes?



Yes, we've shown you this before, but not from the rear (ooh-er!). If it looks like a Rudy truck, that's because it was built by Rudy Rodriguez, after years saying he wouldn't build another.



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Part of the Mooneyes' workshops is almost museum-like, housing vintage parts and the company's slingshot dragster.



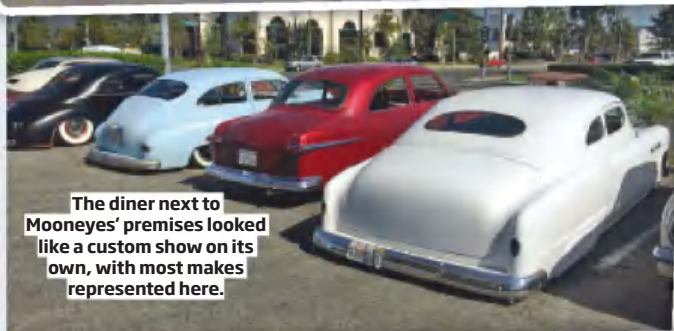
The Tire Fryer; a pretty apt moniker for this Gasser Falcon.



Further back in the warehouse section, you'll find the current Bonneville Modified Roadster race car, alongside Dean Moon's '34 roadster.



Flathead V8-powered Model A Sport Coupe was parked next door, being watched over through the bushes!



The diner next to Mooneyes' premises looked like a custom show on its own, with most makes represented here.



Custom Korvair anyone?



Another Sport Coupe, for some reason named 'Eskimo Pie'. Nice to see so many As on their stock chassis.



Channelled closed cab pick-up looked tough on piecrust slicks.

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PRO12C	1.2mm	£19.98	£23.98
14C/18C	1.4mm, 1.8mm		
PGF1A	Pro, Gravity	£26.99	£32.39
14P/18C	1.4mm/1.8mm		
HVLP	1.8mm	£27.99	£33.59
AP15, 2.2mm		£27.99	£33.59

Clarke CAR RAMPS

FROM ONLY **£26.99** EX VAT
£32.99 INC VAT

• Lift cars safely and quickly • Tough angled steel construction

MODEL CAPACITY EX VAT INC VAT

MODEL	EX VAT	INC VAT
CR2 2000KG	£26.99	£32.39
CRW25 2500KG	£36.99	£44.39

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.99** EX VAT
£9.59 INC VAT

MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke BODY REPAIR KITS

FROM ONLY **£79.98** EX VAT
£95.98 INC VAT

CS10BRK

- Fast snap connector attachments for quick & easy assembly
- Hydraulic pump, ram & hose with various tubes, pieces & connectors
- Includes metal case
- Fast action pump

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY **£44.99** EX VAT
£53.99 INC VAT

BIG 3" CASTORS

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke INDUSTRIAL AIR COMPRESSORS

FROM ONLY **£369.98** EX VAT
£443.98 INC VAT

Offers the durability & reliability demanded by professionals.

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY **£46.99** EX VAT
£56.99 INC VAT

SEE THE FULL RANGE ONLINE & IN-STORE

Turbo fan cooled

• Was £71.98 inc VAT

MODEL	AMPS	EX VAT	INC VAT
EA110	40-100	£46.99	£56.99
105N	40-100	£49.98	£59.98
EA165	65-160	£62.99	£75.99
115N	30-110	£64.99	£77.99
EA200	60-200	£89.98	£107.98
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

Clarke AXLE STANDS

FROM ONLY **£18.49** EX VAT
£22.19 INC VAT

• Ratchet action for quick height adjustment

• Sold in pairs

3 TON & 6 TON MODELS

MODEL	MAX TONS	MIN/MAX HEIGHT	EX VAT	INC VAT
CAX-3TRC	3	300-430mm	£18.49	£22.19
CAX-6TRC	6	400-615mm	£29.98	£35.98

Clarke DRILL PRESSES

CDS3

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

CD5EB

ONLY **£59.98** EX VAT
£71.98 INC VAT

DRILL STANDS

Drill not included

Clarke PRO 7" SANDER/POLISHER

CP185

FROM ONLY **£69.98** EX VAT
£83.98 INC VAT

• Variable speed

• Includes backing pad and wool bonnet

• 1200W motor

Clarke 5 PIECE AIR TOOL KIT

KIT1100

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

NEW

- Gravity Fed Spray Gun
- 5 Metre Air Recoil Hose
- Air Wash Gun
- Tyre Inflator
- Air Blow Gun

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun only **£14.99 EX VAT £17.99 INC VAT**

Clarke NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£169.98** EX VAT
£203.98 INC VAT

MODEL	AMPS	EX VAT	INC VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke NO GAS/GAS MIG WELDERS

• Professional

• Turbo Fan Cooled

• Fast conversion to gas with optional accessories

MIG145

FROM ONLY **£109.98** EX VAT
£131.98 INC VAT

*no gas only

*was £203.98 inc VAT

MODEL	MIN/MAX AMPS	EX VAT	INC VAT
MIG 120NG	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke ENGINE STANDS

FROM ONLY **£49.98** EX VAT
£59.98 INC VAT

CES500A

- Rotates through 360°
- Engines up to 227Kg
- Only £49.98 EX VAT
- £59.98 INC VAT

CES750A (SHOWN)

- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray
- Fully tested to proof load
- Only £69.98 EX VAT
- £83.98 INC VAT

Clarke ENGINE/GEARBOX SUPPORTS

FROM ONLY **£69.98** EX VAT
£83.98 INC VAT

• Aids removal of gearboxes and transmissions

• Max Cap. 500Kg

Clarke BATTERY CHARGERS/ENGINE STARTERS

FROM ONLY **£47.99** EX VAT
£57.99 INC VAT

• Ammeter

• Multi-position charge regulator

• Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EX VAT	INC VAT
BC100N	15/100	£47.99	£57.99
BC130C	15/120	£61.99	£74.39
BC190C	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
BC520N	50/510	£189.98	£227.98

Clarke ARC ACTIVATED HEADSHIELDS

CWH6

ONLY **£39.98** EX VAT
£47.98 INC VAT

CWH7

ONLY **£44.99** EX VAT
£53.99 INC VAT

• Activates instantly when Arc is struck

• Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

GWHS

PRICE CUT **£49.98** EX VAT
£59.98 INC VAT

• WAS £64.99 INC VAT

Clarke ARC/TIG INVERTERS

• Used for ARC/TIG welding

• Low amp operation - ideal for auto bodywork & mild / stainless steel

AT161

PRICE CUT **£129.98** EX VAT
£155.98 INC VAT

• WAS £187.98 INC VAT

MODEL	AMPS	ELECTRODE DIA.	EX VAT	INC VAT
AT101	10/80	1.6 - 2.5mm	£129.98	£155.98
AT132	10/130	1.6 - 3.2mm	£169.98	£203.98
AT161	10/160	1.6 - 4.0mm	£199.00	£238.80
AT135	30/130	3.25mm	£219.00	£262.80

Clarke LOAD LEVELLER

FROM ONLY **£29.98** EX VAT
£35.98 INC VAT

• Max load capacity - 500Kg

• Fine screw adjustment for precise leveling

CLL500

INCLUDES CHAINS AND HOOKS

Clarke ANTI FATIGUE FOAM FLOORING

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling

• Ideal for use in garages, workshops etc.

• Each tile is 610x610mm & includes detachable, yellow borders

FOR 6 TILES

Clarke HYDRAULIC MOTORCYCLE LIFT

CML3

FROM ONLY **£349.00** EX VAT
£418.80 INC VAT

FOLDS FLAT FOR EASY STORAGE

• Safety locking device

• Hinged ramp for easy loading

• Table size 2200 x 685mm

• Fully mobile

• Max lift height 770mm

• AIR ASSISTED VERSION ALSO AVAILABLE now only £399.00 EX VAT £478.80 INC VAT

Clarke MIG WELDERS

• Quality machines from Britain's leading supplier

• All models featured are fan cooled (except PRO90)

See online for included accessories

FROM ONLY **£179.98** EX VAT
£215.98 INC VAT

MODEL	MIN-MAX AMPS	EX VAT	INC VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-175	£409.00	£490.80
205TE Turbo	30-185	£449.98	£539.98

Clarke 24V CORDLESS IMPACT WRENCH

CIR220 ONLY

FROM ONLY **£89.98** EX VAT
£107.98 INC VAT

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets

• 2x 24V Ni-Cd Batteries & 1 hour battery charger

OTHER MODELS MAX TORQUE EX VAT INC VAT

MODEL	MAX TORQUE	EX VAT	INC VAT
Cordless C6W1000	450Nm	£56.99	£68.39
Cordless CIR450B	450Nm	£119.98	£143.98

Clarke ENGINE CRANES

FROM ONLY **£144.99** EX VAT
£173.99 INC VAT

MODEL	DESC.	EX VAT	INC VAT
CFC500F	1/2 ton folding	£144.99	£173.99
CFC100	1 ton folding	£149.98	£179.98
CFC1000LR	1 ton long reach	£189.98	£227.98

Folding and fixed frames available

Robust, rugged construction

• Overload safety valve

Clarke TOOL CHEST AND TOOLS

SAVE OVER £62 OFF OUR NORMAL PRICE

ALL THIS ONLY **£259.98** EX VAT
£311.98 INC VAT

329 HAND TOOLS

• This great value set includes CT9000B 9 drawer chest & CT5000B 5 drawer cabinet

• Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

Clarke PACKAGE DEAL

CT1624

FROM ONLY **£149.98** EX VAT
£181.98 INC VAT

• 1624mm x 685mm x 180mm

• 1624mm x 685mm x 180mm

• 1624mm x 685mm x 180mm

• 1624mm x 685mm x 180mm

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance
Integral work light
910 includes air compressor
Long life battery

MODEL	START BOOST	PEAK AMPS	EX VAT	INC VAT
900	400A	900A	£49.98 £59.98	£59.98 £71.98
910	400A	900A	£49.98 £59.98	£59.98 £71.98
4000	700A	1500A	£109.98 £129.98	£129.98 £155.98
12/24 1000A@12v 2000A@12v			£129.98 £155.98	£155.98 £189.98
500A@24v 1000A@24v			£129.98 £155.98	£155.98 £189.98

EXTRA LONG 1m LEADS
HEAVY DUTY 17KG

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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning

NEW 10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	1.6 x 3 x 2.4M	£219.98 £219.98	£262.98 £262.98
CIG1216	4.9 x 3.7 x 2.6M	£249.98 £249.98	£298.98 £298.98
CIG1020	3.1 x 3 x 2.4M	£269.98 £269.98	£322.80 £322.80
CIG1220	6.1 x 3.7 x 2.5M	£279.98 £279.98	£338.80 £338.80
CIG1224	7.3 x 3.7 x 2.5M	£299.98 £299.98	£358.80 £358.80

LENGTH UP TO 24'

Clarke POLISHING KITS

• Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound

NEW 10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CC10	3x3x2m	£94.99 £94.99	£113.99 £113.99
CC12	3.7x3.7x2.1m	£109.98 £109.98	£131.98 £131.98
CC15	3x4.6x2.2m	£164.99 £164.99	£197.99 £197.99
CC20	3x6.1x2.1m	£219.90 £219.90	£262.80 £262.80

Clarke 3-IN-1 SHEET METAL MACHINES

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EXC.VAT	INC.VAT
SBR305	305mm	£169.98 £169.98	£203.98 £203.98
SBR610	610mm	£349.00 £349.00	£418.80 £418.80

Clarke HEAVY DUTY PRO CHEQUER CANOPIES

• Super strong, water-resistant, UV treated fabric • Powder-coated steel frame • Fast pop-up design

MODEL	SIZE (LxWxH)	PEAK HEIGHT	EXC.VAT	INC.VAT
CC10	3x3x2m	3.1m	£94.99 £94.99	£113.99 £113.99
CC12	3.7x3.7x2.1m	3.3m	£109.98 £109.98	£131.98 £131.98
CC15	3x4.6x2.2m	3.4m	£164.99 £164.99	£197.99 £197.99
CC20	3x6.1x2.1m	3.4m	£219.90 £219.90	£262.80 £262.80

Clarke FAULT CODE READERS

• Retrieve performance and diagnostic data from engine control unit • Will operate with all 1996 & later OBD/BDII compliant vehicles inc. CAN protocol

EOBD/BDII

MODEL	EXC.VAT	INC.VAT
EOBD Fault code reader	£39.98 £39.98	£47.98 £47.98
EOBD/BDII Fault code reader	£54.99 £54.99	£65.99 £65.99
EOBD/BDII Engine Diagnostic & Fault code reader	£99.98 £99.98	£119.98 £119.98

Clarke ANGLE GRINDERS

FROM ONLY £19.98 EX VAT £23.98 INC VAT

MODEL	DISC (mm)	MOTOR	EXC.VAT	INC.VAT
CAG800	115	800w	£19.98 £19.98	£23.98 £23.98
CON1050	115	1050w	£27.99 £27.99	£33.59 £33.59
B&D CD115	115	710w	£29.98 £29.98	£35.98 £35.98

Clarke GIANT FANS

FROM ONLY £99.98 EX VAT £119.98 INC VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CAM24	24"	£99.98 £99.98	£119.98 £119.98
CAM30	30"	£139.98 £139.98	£167.98 £167.98
CAM36	36"	£169.98 £169.98	£203.98 £203.98
CAM5002	24"	£139.98 £139.98	£167.98 £167.98
CAM6000	30"	£179.98 £179.98	£215.98 £215.98

Clarke VAC KING WET & DRY VACUUM CLEANERS

• A range of compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

MODEL	MOTOR CAPACITY	EXC.VAT	INC.VAT
CVAC20P	1250W	£47.99 £47.99	£57.99 £57.99
CVAC20SS*	1400W	£59.98 £59.98	£71.98 £71.98
CVAC25SS*	1400W	£64.99 £64.99	£77.99 £77.99
CVAC30SS*	1400W	£86.99 £86.99	£104.99 £104.99

Clarke DIGITAL VERNIER CALIPERS

• Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Calliper only ~~£36.99~~ EX VAT ~~£44.39~~ INC VAT

CM145

FROM ONLY £16.98 EX VAT £20.39 INC VAT

Clarke CAR TRANSPORTER LASHING

FROM ONLY £16.99 EX VAT £20.39 INC VAT

5000KG CAPACITY

Clarke GENERATORS

Honda engine models available

FROM ONLY £89.98 EX VAT £107.98 INC VAT

CHECK FRAME TYPE WHEN ORDERING

was £191.98 inc.VAT

MODEL	KVA	HP	EX VAT	INC VAT
G720	0.7	-	£89.98 £89.98	£107.98 £107.98
G1200	1.1	-	£149.98 £149.98	£179.98 £179.98
G62500	2.4	6.5	£189.98 £189.98	£227.98 £227.98
F63005	2.8	7	£229.98 £229.98	£275.98 £275.98
F63050	3	8	£359.00 £359.00	£430.80 £430.80
F64050ES	4.5	11	£469.00 £469.00	£562.80 £562.80
F65100ES	5.5	13	£539.00 £539.00	£646.80 £646.80

Clarke BENCH GRINDERS & FLOOR STANDS

• Stands complete with bolt mountings and feet anchor holes

STAND FROM ONLY £41.99 EX VAT £50.39 INC.VAT

FROM ONLY £27.99 EX VAT £33.59 INC.VAT

CBG8W features 8" whetstone & 6" drystone. # With sanding belt

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RP	DIV	150mm	£27.99 £27.99	£33.59 £33.59
CBG6ZR	PRO	150mm	£37.99 £37.99	£45.59 £45.59
CBG6RSC	HD	150mm	£47.99 £47.99	£57.59 £57.59
CBG6SB*	PRO	150mm	£49.98 £49.98	£59.98 £59.98
CBG6RWC	HD	150mm	£54.99 £54.99	£66.99 £66.99
CBG6W (wet)	HD 150/200mm		£55.99 £55.99	£67.19 £67.19

Clarke INVERTER GENERATORS

FROM ONLY £229.98 EX VAT £275.98 INC.VAT

was £287.98 inc.VAT

IG1000

IG2200

Produces pure sine wave & stable power, essential for computers & sensitive equipment • Max output: IG1000, 1000w Max output: IG2200, 2200w • 4 stroke engine • Super quiet running (only 60dBa at 7M 1/4 load) • Low oil shut down • Ideal for caravanning, and boating etc.

Clarke PARTS WASHERS

FROM ONLY £39.98 EX VAT £47.98 INC.VAT

PARTS WASHER FLUID £5.99 EX VAT £5.99 INC.VAT

MODEL	TANK CAP.	TYPE	EX VAT	INC VAT
CW2D	10Ltrs	Bench	£39.98 £39.98	£47.98 £47.98
CW1D	45Ltrs	Floor	£99.98 £99.98	£119.98 £119.98
CW2M	22.5Ltrs	Floor	£139.98 £139.98	£167.98 £167.98
CW4D	75Ltrs	Floor	£159.98 £159.98	£191.98 £191.98

Clarke ROTARY TOOL KIT

FROM ONLY £99.98 EX VAT £119.98 INC.VAT

SSC1000

Kit includes:

- Height adjustable stand with clamp
- Rotary tool
- 1m flexible drive • 40x accessories/consumables

CORDLESS ROTARY TOOL WITH 262 PIECE KIT

ONLY £29.98 EX VAT £35.98 INC.VAT

Clarke JETSTAR PRESSURE WASHERS

JET9000 • JET8000 & 9000 include hose reel

FROM ONLY £49.98 EX VAT £59.98 INC.VAT

Detergent applicator for extra cleaning power

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600w	1522psi	£49.98 £49.98	£59.98 £59.98
JS1900	2000w	1957psi	£79.98 £79.98	£95.98 £95.98
JET8000	2400w	2610psi	£134.99 £134.99	£161.99 £161.99
JET9000	2600w	2900psi	£159.98 £159.98	£191.98 £191.98

Clarke BLAST CABINETS

• Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY £9.98 EX VAT £11.98 INC.VAT

FROM ONLY £109.98 EX VAT £131.98 INC.VAT

MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	Bench	£109.98 £109.98	£131.98 £131.98
SB30	Large Cabinet	Floor	£299.00 £299.00	£358.80 £358.80

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY £799.00 EX VAT £958.80 INC.VAT

FULL RANGE OF ACCESSORIES IN STOCK

• 430mm between centres • Compound slide with 4 way tool post • Powered feed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE:

CL430 - As above but without the Mill/Drill head ~~£669.00~~ exc.VAT ~~£802.80~~ inc.VAT

Clarke STRUT SPRING COMPRESSOR

• Foot operated hydraulic powered • Adjustable for springs up to 350mm dia. & 254mm in length • Yoke travel: 340mm • Weight 31.5kg

FROM ONLY £99.98 EX VAT £119.98 INC.VAT

SSC1000

Clarke ROTARY TOOL KIT

FROM ONLY £99.98 EX VAT £119.98 INC.VAT

SSC1000

Kit includes:

- Height adjustable stand with clamp
- Rotary tool
- 1m flexible drive • 40x accessories/consumables

CORDLESS ROTARY TOOL WITH 262 PIECE KIT

ONLY £29.98 EX VAT £35.98 INC.VAT

Clarke PETROL POWER WASHERS

FROM ONLY £179.98 EX VAT £215.98 INC.VAT

Honda & Diesel engine models available

PLS190N

MODEL	MAX ENGINE	EXC.VAT	INC.VAT
Tiger 1700	1595psi	£219.98 £219.98	£262.98 £262.98
Tiger 2500	2465psi	£249.98 £249.98	£299.98 £299.98
Tiger 2900	2900psi	£299.98 £299.98	£359.98 £359.98
PLS190N	2697psi	£379.98 £379.98	£455.98 £455.98
PLS260N	3625psi	£569.00 £569.00	£682.80 £682.80

Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY £139.98 EX VAT £167.98 INC.VAT

MODEL	TANK VOLUME	FLOW RATE REQ.	EXC.VAT	INC.VAT
CPSB100	32 litre	6-19 cfm	£139.98 £139.98	£167.98 £167.98
CPSB200	63 litre	12-20 cfm	£169.98 £169.98	£203.98 £203.98

Clarke TAP & DIE SETS

FROM ONLY £14.98 EX VAT £17.98 INC.VAT

• High quality tungsten steel • Supplied in metal storage case, except 16pce

TYPE	EXC.VAT	INC.VAT
16pce Metric	£14.99 £14.99	£17.99 £17.99
24pce UNC/UNF/NPT	£19.98 £19.98	£23.98 £23.98
28pce Metric	£23.99 £23.99	£28.79 £28.79
33pce Metric/UNF/BSP	£31.99 £31.99	£38.39 £38.39
32pce Metric	£41.99 £41.99	£50.39 £50.39

#28pce Best Budget Buy, 33pce Recommended.

Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Comfort grip handle

FROM ONLY £22.98 EX VAT £27.98 INC.VAT

PRO155

LIFETIME GUARANTEE

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

ONLY £69.98 EX VAT £83.98 INC.VAT

PRO234 62 PIECE 1/2" & 1/4" SOCKET & BIT SET

Clarke 1/2" TORQUE WRENCH - CHT141

• 5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

ONLY £19.98 EX VAT £23.98 INC.VAT

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B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433	GLASGOW 280 Gt Western Rd, G4 9EJ	0141 332 9231	NOTTINGHAM 211 Lower Parliament St.	0115 956 1811
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High spirits

Words and pics: Phil Clark

The Hot Rod Hayride has generally been blessed with good weather, but at some point that luck had to fail, and this year Friday of the event brought rain. Lots of rain. A month's worth of rain in a day, right over the Bisley area.

People competed for 'worst journey' stories as they sought cover in the bar and the organisers claimed around 100 'no-shows' for what was said to be a sold out event. Seasoned Hayriders and newcomers were sharply divided, not by dress or vehicle, but by where they camped - those familiar with the site knowing just where water was likely to flow, or new lakes appear!

Fortunately, the sun shone on Saturday, drying out both the site and spirits in equal measure. Those whose hangovers had been beaten into submission with a Pavilion breakfast set off for the drive to the oval track where the *Detonators CC* were doing a



fine job of organising the racing, once again sponsored by Stromberg 97. The track was a little wet to begin with (which actually made it better than last year's dustbowl), although a flying lap by Kelvin Helsdown went some way to drying it out for everyone behind him. To no avail, however, as Kelvin won

Phillips' newly finished Morris custom, which earned her a rare Hayride round of applause as she drove past the Pavilion. The sun continued to shine into the evening, raising hopes for a good Sunday but the forecasts had been right. Heavy rain started again early in the morning, disappointing many of those

it was still a grand weekend, with that proper Hayride feel

the day, followed closely in second place by Damien Lewington.

Back on site there appeared to be less hot rods than usual, no doubt due to the proximity to Pendine, but cars ranged from a huge Art Deco-esque Chevy hearse to Sally

hoping to trade at the flea market, while the soapbox derby had to be abandoned altogether. Despite the rain, it was still a grand weekend with that proper Hayride feel and rather less of the 'looky-loo' contingent of last year. SEPTEMBER



Al's Falcon, with its rebuilt 302 and Mustang running gear, was up for sale. Unsurprisingly, it found a new owner by the end of the weekend.



Not even heavy rain could detract from the great lines and colour of Miles 'Jack Hammer' Sherlock's chopped Shoebox Ford.



Wearing a new paint scheme for this year, this is before Haydn Barker took his Pop around the dirt track and made it even browner.



Jim and Julie at Royal Kustoms had a stand for the weekend, tempting people in with Jim's '32 roadster, now sporting a bonnet to hide its hot 324ci Flathead, and with more Flathead loveliness inside.



The Iron Horse Ranch House in Market Deeping is not only a fine place to eat, but also has an excellent shop - or diner - truck.



Tim Glover's '40 Chevy Special Deluxe business coupe discovers the joys of parking under the Bisley trees.



There was some sun this year, as this picture of the line up waiting to get themselves and their vehicles muddy on the oval track proves.



So-called rat rods get a lot of bad press, but this reporter will willingly admit a fondness for the *Unloved Model A coupe cum pick-up*.



Damien Lewington drove for five hours in torrential rain to get to the Hayride. His wife and co-pilot, Nicky, may be speaking to him by the time you read this.



A good showing from the *BrISCA Heritage crew* raised a cheer from the crowd.



If there are two people you can count on to drive their rods like they stole them, it's Nick Blanche in his '32 cabriolet and Johnny Diablo in his '30 coupe. Here the pair indulge in a crowd-pleasing pursuit race.

Surprisingly, BMW boxers are proving a popular choice amongst contemporary bobber builders. Not sure how practical that seat is though.



Chopper Yorkie's super tough, you-lookin'-at-me, 'bagged' '50 Buick.

Liam Bates and Scott Friend in Liam's '30 Model A Fordor. Liam bought the car in April, rebuilt the engine, worked his socks off on it and drove it from Suffolk to the Hayride - not bad for a 23-year old, huh?



Cliff Mann from the *Hoods car club's* '52 Chevy 3100.



Like most of the *Beaters' cars*, Nathan Jaggard's '30 A coupe gets used, abused and raced at every opportunity. Here, though, it's just hiding under a tree.

Hot Rod Hayride



'Mellie' Corbett's '50 Studebaker truck runs a 350ci Pontiac motor and GT0 back axle, Cragar Eliminators and sports some fine signwriting by Tony Tibbs.



Not just any Corvair - this '67 underwent a Sprint conversion by John Fitch & Co. in Connecticut in 1971 and is believed to be the only one of its kind in Europe, and one of very few four-door cars ever converted.



Before Scottie Harwood acquired this German-built rod around four years ago he was the hooligan element of custom bike building. He's still a hooligan element...



Sally Phillips unveiled her magnificent full custom Morris Minor, *Bettie*, at the Hayride after two and a half year's work by her and husband John. We'll bring you more on this amazing creation very soon.



The Wall of Death was a draw, but so was this immaculate '48 Buick Eight.



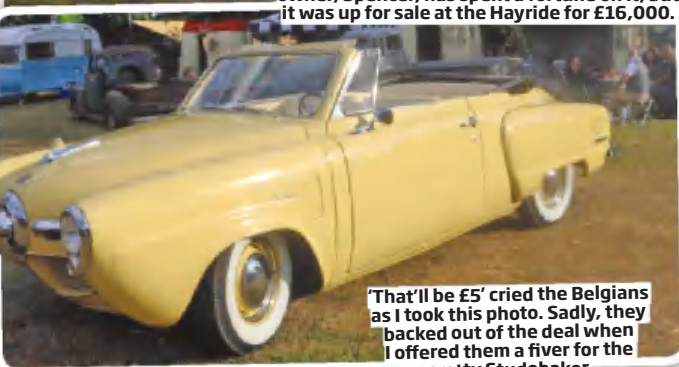
1960 Triumph Thunderbird 650, owned by Peter Allan and built by Barons Speed Shop. Thankfully, Peter decided against going to Bonneville Speed Week some time ago, or the T-bird would have been languishing in a container somewhere in the USA.



This '59 F100 panel was featured in *Fruit Machine* nearly 40 years ago. Since then owner, Spencer, has spent a fortune on it, but it was up for sale at the Hayride for £16,000.



This Flathead-powered '32 roadster was a new one on us, but we can tell you it's got a Jerry Denning chassis, 5-speed 'box and a Land Rover steering box.



'That'll be £5' cried the Belgians as I took this photo. Sadly, they backed out of the deal when I offered them a fiver for the pretty Studebaker.



David McNulty's '63 Buick Riviera has been steadily improving over the past few years. Subtle looks and straight white paint belie the amount of work that's gone into this car.

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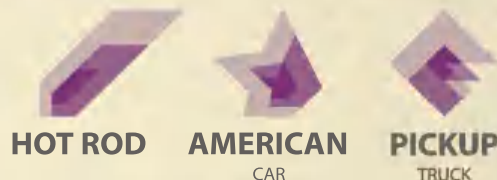
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Contented at last

■ **Words:** DB **Pics:** thru-a-lupe photographic

When you've spent 50 years as a drag racing fan, then racer, what should you drive in your retirement? A blown hemi-powered street car of course...



Employed as a mechanic at a local Ford dealership, Lee Johnstone started buying hot rod magazines and, along with some of his friends, also developed a liking for drag racing.

Having come across an advertisement in an early British drag racing magazine, Lee fancied visiting a place called Santa Pod over a Bank Holiday weekend in 1967. That was the year after the Pod opened, so it's no surprise that none of those teenagers had ever heard of it before. The problem for the group of friends, however, was a distinct lack of transportation amongst them, and it's a fair old trek from their home town of Bridgwater in Somerset to Podington. One of the group owned an old AA motorbike and sidecar, though, and that was enough for Lee. Deciding to travel overnight, the intrepid duo left home at 11pm on the Saturday, but journeys took a lot longer in those days and they

eventually arrived at Wellingborough Police Station at 7am the following morning. Wellingborough Police Station? Well, they couldn't find the Pod and had stopped to ask for directions. With directions given they set off again but, due to the lack of signposts, still took a further hour or so to complete their journey. The racing itself more than made up for the journey time, though, and Lee vividly remembers

I wanted a V8 under the bonnet

watching Dennis Priddle run his Rudge-powered rail. With the racing finished for the day, it was back on the bike for the journey home, with Lee walking in his front door in the early hours of Monday morning.

Lee continued as a drag racing spectator for a further four years before he and a friend, Eddie Edmunds, set about building a race car of their very own. They set a

budget of £100 for the build but, when the car was finished, it had cost them double that (some things don't change, eh?). Based around a Ford Pop chassis, the pair fitted a glass fibre Rochdale Olympic body, essentially manufactured to transform the humble Ford into something resembling an E-Type Jag. Well, that's what the marketing bumph claimed, but Lee told us the reality was the car actually looked horrendous.

Despite chopping the body about to try to make it look more like a dragster, the pair finally conceded it was a lost cause.

Lee and Eddie then came across an advert proffering Pat Cuss 'glass Topolino bodies for £30. This sounded too good to be true, and it was. During a liquid lunch with Pat, he told them he could supply a 'nice' body for £60. Another visit to the pub later and

Lee and Eddie decided to go for it. That was around 1972, and in those days you could pick up a used Mk9 Jag for £8 – and that's exactly what they did. With the fresh body and, as Lee put it, "the Jag running gear nailed together on the chassis," they went racing.

The car was called *Warlord* and they raced it for about a year, with Lee telling us, "The chassis flexed too much, and in the

the numerous sets of triple carb set ups for them he used to have hanging around in his garage. Eventually, Eddie decided he'd had enough of racing, so Lee 'bought him out' and continued solo for a few more years.

Lee then went into business with Richard Walters when they founded a bodywork company together, J&W Automotive, which they ran for 26 years – until around three years ago. During

It runs sweet, ticks over perfectly and makes all the right noises

end we decided it just wasn't safe enough to run." Eddie's dad then stepped in to help them fabricate a tube chassis. A great deal of effort and a home-made furnace later, the Topolino was reborn as *Crusader*. Lee and Eddie would run the straight six E-Type engines until they blew up, then simply go out and buy another one, they were that plentiful at the time. Lee ruefully mentioned he wishes he still had

their business partnership, Richard had come on board with the race car as well, culminating in the Topolino running an alcohol-burning, injected and blown small block Chevy, which ran a best of 8.7 / 155. As regulations changed though, it was apparent a new chassis was needed for the car to carry on racing, but Lee wasn't prepared to go down that route so it was broken and sold on as spares.



When you peek inside the boot, you'll spy a hint to Lee's drag racing credentials.



← In 1972 Vauxhall Firenzas were fitted with round gauges, but Lee felt they weren't in keeping with the style of the car he's built so they were ditched in favour of an earlier model dash with rectangular dials. His only concessions are a circular rev counter and boost gauge mounted on top of the dashboard.



The front suspension is essentially stock Firenza, just with uprated springs and Magnum disc brakes (re-drilled to Ford PCD) with Rover calipers.



← The GMC 3-71 blower, topped off with a 390cfm vacuum secondary Holley dominates the engine bay, almost smothering the Daimler hemi beneath it. Lee chopped one inch off the stock sump so the engine fits with the stock crossmember. A stainless steel exhaust takes care of the waste gases, whilst an unknown 4x4 rad' (maybe Rav 4) keeps things cool.

↑ Under the rear end sits a Cortina rear axle mounted on modified original trailing arms and coil springs by the previous owner. Lee says it's not the most beautiful of installations, but it works well, and if it ain't broke why bother fixing it?



Seized opportunity

Prior to that though, Lee had decided he wanted to build what he refers to as "a small Gasser." Another friend of his was running a '72 Vauxhall Firenza that was hand painted blue with a double white stripe running down the middle. He wanted to offload it though and, in the millennium year, a deal was done whereby it became Lee's in exchange for 500 notes. "The car was running a Pinto engine," Lee told us, adding, "it was all a bit nails really. Let's just say it was a bit shabby. As my plan was to have a bit of fun with it though, that didn't really matter. I decided to run it until I broke it, but then I went to the Hot Rod Drags and so many people stopped me to say you don't often come across a Firenza these days, in the end I decided to strip and rebuild it."

it was all a bit nails really

When Lee removed all the brushed-on paint, he was surprised how good the bodywork was. Thoughts of cutting it about to turn it into a Gasser went out the window, replaced by a vision of a V8-powered road car instead. The rebuild was completed circa 2004, albeit with the car still running the Pinto engine. "I wanted a V8 under the bonnet though," Lee told us. "Anybody doing anything similar was going down the Rover V8 route, but I wanted to be a bit different. At the time I was doing a Daimler restoration for a customer, who told me he had a spare engine he'd let me have for £150 – mind you, it was seized. Regardless, I bought the hemi V8 and rebuilt it – three times actually, as things have to be just right

As the car's original interior had seen better days, Lee bought a replacement still trimmed in its original black vinyl. He did splash out on a new carpet though, made to a pattern he knocked up himself.

The Firenza rolls on 15-inch Center Line rims – a bargain buy for Lee as he netted them all brand new for £600. Front tyres are 195/50-15 Firestones and the rears 225/55 ZR-15 Uniroyals. Apart from the bonnet cut out for blower clearance, the bodywork is all stock. Lee did the repairs and prep himself and Richard Walters applied the VW yellow paint.



Maybe this is what everyone should drive when they pop down the Post Office to pick up their pension. Imagine that...



for me and, after the first two rebuilds, it still smoked a little bit and I couldn't live with that. The car was already running a Sierra 5-speed manual 'box so I adapted the bellhousing to mate it to the Daimler engine and re-drilled the flywheel so I could fit an RS Turbo clutch."

Lee ran the Firenza like that for around three years, but all that time he had a hankering for a bit more horsepower. It just so happened he was crewing on Bob Glassup's Xtreme Topolino and that took him out to Bakersfield where he came across a guy from Oregon called Gale Plummer. Gale was sat behind a trade stall with a bunch of superchargers on it. The smallest he had was a 4-71, and Lee felt that was too big for the small capacity Daimler lump. "No problem. I can do you a 3-71 if that's what you want," quipped Gale. "It'll be \$800 plus another \$400 for the drive snout. Shipping's on top of course." An American friend, Cliff Watts,

standard compression ratio of 8:1, Lee opted to bolt the blower straight on, once a local company had fabricated a suitable manifold that is, and calculated he could run 7psi boost with no problem. On the first test drive, running with no bonnet so he could keep an eye on what was going on, Lee noticed severe 'ventilation' coming from the top of the engine – detonation had cracked the piston rings. Oh well, back to the

his blood, so it was inevitable he'd run the car down the strip eventually, achieving a best time so far of 15.9 seconds at a touch under 100mph. He may run it again, but is fully aware how easy it is to get hooked, and doesn't really want to break anything attempting to go just a little bit faster. Besides, his next birthday does see him clock up 65 years on this planet.

So, what does the future hold in store for Lee and his Firenza? Basically – enjoyment. "I have thought about changing things in the past," he told us, "but I've now decided I wouldn't change a thing on it." That sounds like contentment to us.

UNION CAR

fully aware how easy it is to get hooked

who was with Lee at the time, vouched for Gale, adding he was a rep for BDS (Blower Drive Services). That was enough for Lee and, as it was a Sunday and the banks were shut, he scraped together the \$600 deposit from people he knew at the raceway. Six weeks later Cliff was coming over to visit the UK and brought the blower with him in his suitcase – result.

With the Daimler engine running a

drawing board. Custom-made stainless steel spacers, copying the pattern of the head gaskets, have since lowered the compression ratio to 7:1 and all is now well. "It runs sweet, ticks over perfectly and makes all the right noises," grinned Lee. To ease the driving process, Lee converted the clutch to hydraulic operation, and has since added servo assistance to ease those leg muscles.

Although it's a road car, Lee has racing in

THANKS

Lee would like to thank Richard Walters for the paint, Hamlins Engineering in Bridgwater, Steve Wright for extensive garaging time and his wife, Susan, and daughters, Sarah, Eleanor and Victoria, for all their support.

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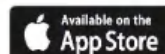


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Have-a-go hero

They say the only way to learn is to do it yourself, and that's certainly the philosophy Jeremy Allen employed with this perfect '40's-era Model A hot rod. It helped he has 20 years' experience as a machinist mind...

■ **Words:** Mike Pye **Pics:** thru-a-lupe photographic

One of the things I love about this job is speaking to car owners and learning how they approached a build and overcame the inevitable obstacles every ground-up project throws up. And never more so than when that conversation is with a time-served engineer. For where you or I might struggle with the concept of, say, shortening a driveshaft, an engineer will simply look at it as an opportunity to apply their knowledge and skills or, as Jeremy Allen put it, "just another job to do." Going through the specifics of Jeremy's, sorry, his wife, Donna's, 1931 Model A coupe was like a lesson in early Ford parts interchangeability, but with a degree of modesty that only comes

skills. "I always wanted to make my own stuff, so I left school and went straight into an engineering job," explains Jeremy. In fact, the location for this photoshoot is where Jeremy started his career at railway engineering specialists, Alan Keef Ltd., near his home town of Ross-On-Wye.

Post-war passion

"I did a hell of a lot of modifications on the Y, and really this car was an easy build compared to that." Except by the time Jeremy came to build this car, his interests had changed and he'd got deep into the early history of hot rodding, which brought with it a whole series of new adventures.

It was a huge learning curve for me

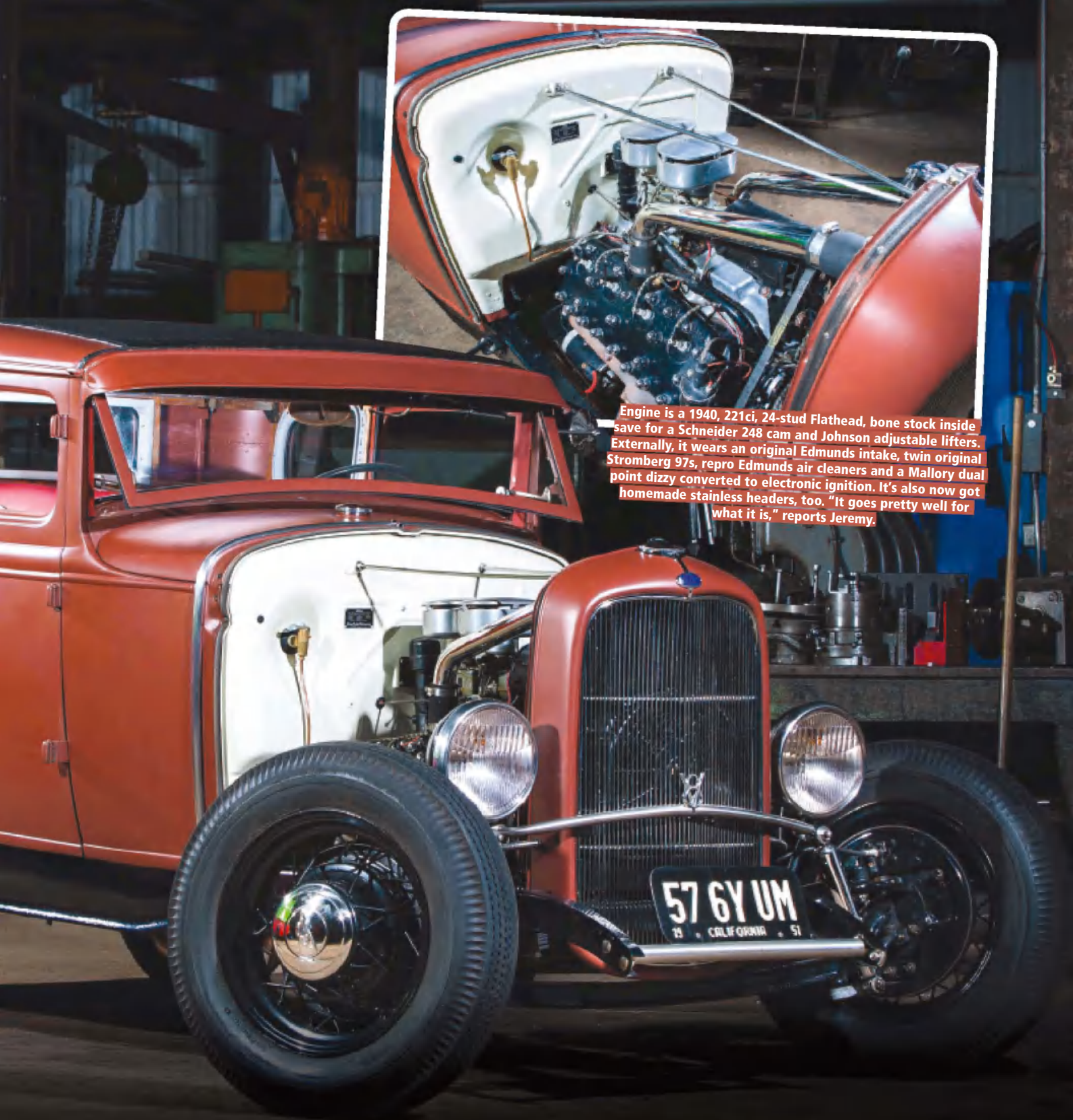
from someone prepared to admit their own fallibility. "It was a huge learning curve for me," admits Jeremy. "I grew up with two older brothers who were both into hot rods and customs but, as it was the mid-'90s by the time I bought my first car, I was really into all the street rod stuff. Boyd Coddington was my hero."

That led to the purchase of a Model Y – two actually – from a local chap in Gloucester, near where Jeremy lives. "I really wanted a '34 Ford, but I could never afford one of those, so I got a bank loan and bought the nearest thing." Eight years later, the results of his efforts made the November 2004 issue of *CC*, complete with home-built stainless steel IFS, a 19-inch narrowed (!) Jag IRS, Rover V8 and GM180 'box. Clearly, the boy got

"It all started when I bought a '47 Studebaker pick-up off a friend. I loved the look of that truck and really started leaning toward the late '40s, post-war look. Then I bought the [Don] Montgomery books, Vern Tardel's book and really got passionate about it." The trouble then was Jeremy knew he had to source the 'right' parts for the next build.

Having decided a Ford Model A was the next car for him, Jeremy made it easier to acquire one by upping and moving, together with Donna, to Canada in 2008. "I got a good job as a machinist out there, was earning twice as much as I was in the UK and everything was half the price. I was living the dream. Donna worked Saturdays and I never did, so I'd just take off and drive





Engine is a 1940, 221ci, 24-stud Flathead, bone stock inside save for a Schneider 248 cam and Johnson adjustable lifters. Externally, it wears an original Edmunds intake, twin original Stromberg 97s, repro Edmunds air cleaners and a Mallory dual point dizzy converted to electronic ignition. It's also now got homemade stainless headers, too. "It goes pretty well for what it is," reports Jeremy.

It's all about stance with a car like this, and it took a lot of thought and consideration to achieve what appears very simple. The key parts of the recipe are in the main story, but it's aided by the use of 16-inch '35 Ford wires with 5.50 and 7.50 Firestone Deluxe Champion blackwalls. Wheelbase has been kept at the stock '32 Ford dimension of 106 inches.

up and down every back road in a 50-mile radius of where we lived looking for old stuff in people's yards. I had a few cagey moments, and I nearly got shot a couple of times. Oh, and there was one time I had to sit drinking whisky with this guy with one leg and a shotgun by his side, but they're all part of life's experiences aren't they?" To cut a long story short, just under two years later the couple returned to the UK, followed by a 40ft container stacked from floor to ceiling with old car parts. The inventory included 14 engines, a '52 Chrysler sedan, a '32 Ford BB truck, two complete but disassembled '29 Fords, this '31 coupe body, the '32 chassis it sits on, numerous gearboxes, axles and, well, you get the picture. "I bought the Chrysler for \$2,000, then sold it here for £5,000 and that paid for the shipping of everything else!" says a clearly delighted Jeremy. "That's pretty much how I've got to where I am today."

Refreshingly honest

So, with a clear idea in his head of what he wanted to build and just about everything he needed to do it, Jeremy set to the project. If you're that way inclined, I strongly recommend you read his excellent build thread on the H.A.M.B. Just look up 'post-war-31-a-coupe-traditional-build' and you'll find it. It's informative, full of neat engineering solutions and refreshingly honest, too. There's way too much to go into in detail here but, suffice to say, Jeremy repaired, straightened, pinched and partially boxed the original set of '32 rails himself. He narrowed the original K-member, split and modified an original Model A rear crossmember and taught himself how to rivet it all back together the way Henry did it. Into this went a combination of '39

and '40 rear end parts, hung on a Model A spring and shortened '39 rear bones. Up front, a '36 half-ton truck axle and wishbone were pressed into service, but not until the axle had been dropped 2½ inches by Jerry Denning and the 'bones extended by a couple of inches to mate up with the '32

I nearly got shot a couple of times

K-member. Alongside this, radiusing and chamfering the Model A front spring pack and making up a set of V8 motor mounts was a walk in the park.

Our have-a-go hero then made light work of shortening the '39 torque tube and driveshaft by the 17½ inches required to make it fit, re-making the bearing diameters

on the outer ends of the Ford axle bells and making his own '32-style pedals and pedal box from scratch, which alone are worth reading the thread for. At which point I'll drop in this quote: "Please note I am no fabricator I am a machinist by trade but I just have a go like most others."

Popular opinion

Though it's pretty clear Jeremy is his own man when it comes to what he likes and builds, he did make one concession to popular opinion and ditched the Buick finned drums and whitewalls he originally had in plan for stock 1940's Ford drums and blackwalls. "With a traditional car you really have to stick to a



The '47 Ford dash install is undoubtedly the car's signature piece. It's a pretty dash in stock form and even without the waterfall centre section that had to go to fit it into the eight-inch narrower coupe body is still a lovely piece of design. The whole top section needed extending and re-profiling to fit the Model A dash rail, then new end caps making that the doors neatly close against.



Body has a 2-inch stretch in the nose, ¾-inch channel at the cowl only and a 4-inch chop. To make the latter a little bit easier, Jeremy had a 1mm thick, 4in-wide piece of stainless accurately cut at work and used this as the template for marking the cuts. Note the upper hinges remain in their stock positions. Headlights are original '30 / '31 AA commercial units with painted, not stainless, backs.

With Chris Casny's similarly stanced but Nailhead-equipped coupe his inspiration, Jeremy says the car was always going to be painted black, the current "gallon of red oxide with some brown in it" was only ever meant to be temporary, but Donna really likes it so it stayed. For now. Tail lights are repro '50 Pontiac units.



← The column is '47 Mercury truck, the steering wheel '40 Ford and the steering box it all connects to '49 Ford F1, modified to fit tighter to the frame. The billet column drop was homemade from a solid piece of ali, 'milled' to shape on Jeremy's pillar drill at home and hand finished for a cast effect.

period. I went for late '40s / early '50s with this car and Buick drums would have been too late for that. I'm pleased to say that, apart from the bits I made and service parts, everything on this car is pre-'50, and it's all Ford, every single bit of it."

Acid trip

With the chassis complete, it was onto the body, which Jeremy had sourced from a guy on an island just off the coast of Washington state. "When I got there I couldn't believe my eyes. The guy had owned it for 20 years and at some point had sent it for acid dipping, phosphate coating and priming, but couldn't bring himself to chop it as it was so straight and clean." Needless to say, Jeremy had no such qualms but turned down the offer of doing it as a *Beaters* club event, instead turning to Donna one evening and casually enquiring, "D'you fancy chopping the coupe this weekend love?" Unlike how I suspect my wife might react to a similar question, she responded in the affirmative. "By the end of the weekend, it was chopped, filled, painted and finished," recalls Jeremy gleefully. "Once the chassis was done, Donna really got into the project. It's her car after all, so she was out in the garage with me rubbing the body down and helping out with all sorts of bits."

Having taken a risk and done the chassis pinch using measurements and a card template of the Model A cowl, Jeremy was chuffed to find the body fitted perfectly, just requiring the inner rear sub-rails and floorpan be cut out and re-made to account for the kick up in the '32 chassis. That is to say it fitted perfectly, save for the uneven

gap between the door bottoms and the frame that comes from combining the A and B pieces. No matter, a sneaky 3/4-inch channel at the cowl compensates for the diverging shapes and leads the eye into the nose-down attitude Jeremy was after.

Another clever part about this car is the engine cover. At first glance it appears stock, which leads everyone to question how the Flathead motor fits so well in the hole. The trick is he kept the three inch longer (106-inch) '32 wheelbase, pulled the '32 grille shell back a half inch and extended the hood 2½ inches, with Buckland Automotive being called upon to let the original Model A louvred panels into new, longer hood sides. The rest Jeremy did himself, including making up the tooling and rolling his own

eventually traced it to the locknuts on the perch bolts. They're a taper seat at the top and obviously take a little bit of time to bed in. With them tightened up it was like a different car to drive." See what I mean about listening to an engineer's perspective on these things?

As for the engine modifications, "I lost a little bit of torque with the change in cam, but gained a bit in revs, so it's ideal for what we do with the car, which is hillclimbs and drag racing. All in all, it worked out pretty good in the end and I've no plans to change anything about the running gear, but just let



The necessary kick-up in the rear floor subrails has been done in such a way that it looks factory. And you can clearly see just how cherry this body is.

D'you fancy chopping the coupe this weekend love?

stock-style hinges and replicating the factory swage lines. Neat, huh?

With some invaluable help from his good mate, Kelvin Dunn (he of the Hemi-fied A coupe on our March '15 cover), the car was wired, fired and taken for a test drive. And how was it?

"It drives better than I could have imagined, but then I did spend a hell of a lot of time setting up the steering. The finishing plate on the outside of the frame rail where the steering box mounts makes a hell of a difference. You could visibly see the frame flexing there before, but that spreads the load and really tightens up the steering.

"I started to get a little bit of steering wobble after about 12 months and

it evolve and turn into an old hot rod."

And do you think you achieved your goal of building a period correct late '40's / early '50's hot rod? "Yes. Looking at the car now, I don't think I'd change anything. At the end of the day, it's all personal choice and you don't have to get too anal about it. It's my car – well, Donna's – built by me, to the best of my abilities, using what I had to hand. That's how the early hot rodders would have done it. They weren't looking at books, or endlessly debating whether something is period correct or not, they were just making their cars go faster, in whatever way they could. I'm still not sure about the column drop though..." (INTERVIEW)



THANKS

All at Alan Keef Ltd. for the photo location, my wife, Donna, for putting up with it all and my mate, Kelvin, for helping with the wiring, exhaust and various other bits.

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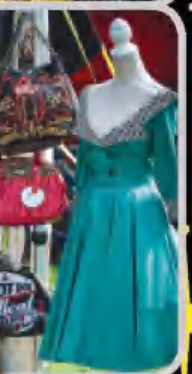
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BILL SUBJECT TO CHANGE

Six appeal

■ **Words:** DB **Pics:** Jeni Long

10 years ago, Simon Barlow found himself affected by a bug, a serious and infectious bug at that – drag racing – and the only known cure is to run faster



Apart from the stretch, body modifications are limited to the addition of a front spoiler, the exhaust cut outs in the trailing edges of the front wings and the heavily radiused rear arches.

Having previously dabbled in assorted RWYB racing, in 2005 Simon Barlow decided he needed to take his quarter-mile action a bit more seriously. That led to him running a small block-powered '54 Ford Pop and the formation of Orange Pop Racing, so called as the Pop was, well, painted orange.

Simon joined the ranks of Outlaw Anglia and doggedly worked his way down to running consistent 9-second quarters, ultimately squeezing a best ET of 8.8 seconds from the 434ci small block Chevy-powered car. You know how it is though – that bug was still eating away at him and 8-second quarters were not quick enough

to abate the infection. That, however, presented him with a challenge – one that would result in a total re-think of his drag racing strategy.

There was no way the Pop's box section chassis could be tagged to allow the car to run any quicker than the times it was

Still wanting to run in Outlaw Anglia meant Simon's choice of body style was limited, but wanting something different to the Pop he opted for a Fordson body. When it came to constructing a race car capable of running the times he yearned for, Simon turned to Jon Webster at

8-second quarters were not quick enough

already achieving. And besides, Simon readily admits the car was a touch unstable at the speeds it was running anyway. Drastic action was called for and, in February 2011, the build of a totally new car commenced.

Webster Race Engineering. The resulting full tube chromoly chassis is built to SFI 25.1E spec, meaning Simon would be able to cover the hallowed quarter mile in 7.49 seconds, or in even less time than that if he so desired, but more of that later.



Ali seat, race harness, electronically-operated B&M shifter, rev counter, shift light and a bank of four Auto Meter gauges – what more do you need in eight seconds or less? Oh, a camera mounted to the rollcage of course. This is not to record the run, but to allow the crew to check the gauge readings after each pass as Simon never remembers what they say.



Size matters

The chassis was built with a 101-inch wheelbase, the maximum allowed under Outlaw Anglia regulations, whereas the wheelbase of a stock Fordson van weighs in at 90 inches. As Simon had decided on a 'glass body for lightness, it was simply a matter of getting on the 'phone to Nick Vincent at Pro-Laminates and asking him to knock out a longer body – or something

transmission, trans' brake and a 434ci Shafiroff small block – the same engine and gearbox Simon had previously run in his Pop, albeit rebuilt and converted to run on methanol.

The body refinement and paint prep was handled by Eddie Brailsford, with the orange paint then being applied by Steve Reedman at AKA in Derby. The finishing touches to the paintwork were handled by

Already this season Simon has run an 8.01 ET

like that. Obviously, it wasn't quite as simple as that, but Nick rose to the task, stretching a stock-style bodyshell by fitting Ford Pop car doors, which are longer than their van counterparts.

The running gear is pretty standard drag care fare. McPherson strut-style front suspension, a built 9-inch rear axle, disc brakes all round, 2-speed Powerglide

Brian Evans. The signwriting and airbrushed lights, grille and trim are easy to spot but, unless you've had a look inside the Fordson, you may well have not spotted the dummy door pockets – a humorous reference to Simon's works van.

Jon Webster had the Fordson up and running in time for Simon to put in a few shakedown runs at the end of the 2012



The adjustable all front struts are from Strange Engineering.

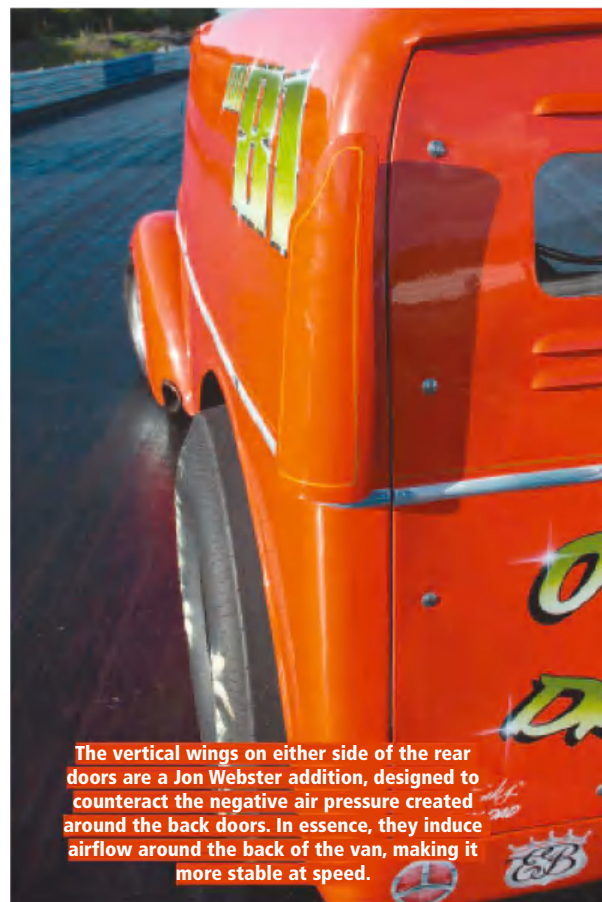


The Fordson rolls on Center Line rims, 4½ x 15 Competition Series Dragster with 23 x 5-15 Moroso tyres on the front and 14½ x 15 Convo Pros with 32.0 x 14.5-15 Hoosier rubber at the rear.

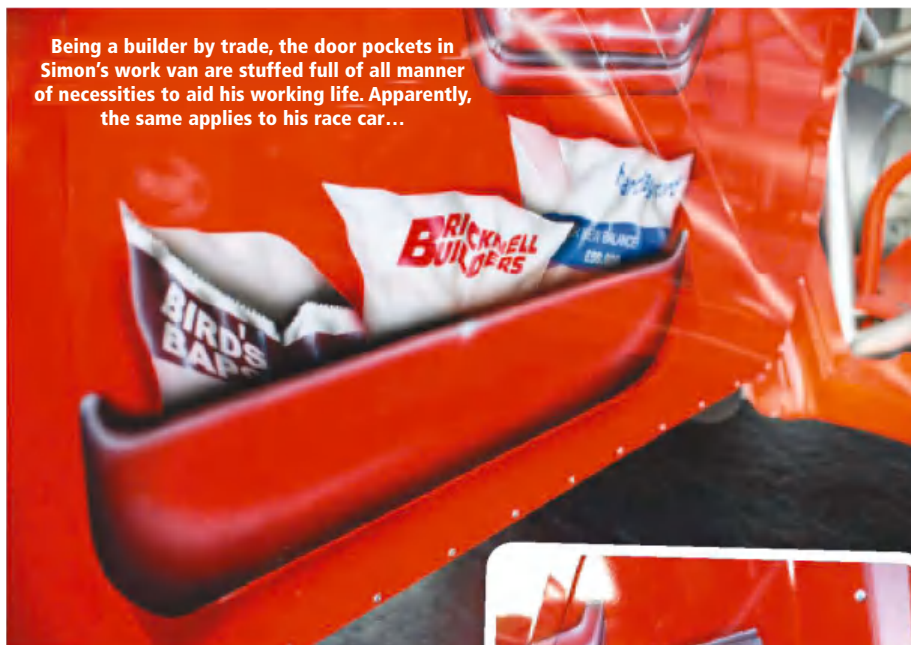
Peek under the rear end and you'll find a custom WRE 9-inch casing stuffed full of Mark Williams internals with 3.89:1 gears. Axle location is by a 4-link with a diagonal lower fifth link, together with a pair of Strange Engineering adjustable coilovers.

← Up until this season the Fordson was powered by a 434ci small block from Scott Shafiroff Racing, mated to a Powerglide transmission built by Andy Frost at Penn Autos and fitted with a Neal Chance Racing torque convertor.





The vertical wings on either side of the rear doors are a Jon Webster addition, designed to counteract the negative air pressure created around the back doors. In essence, they induce airflow around the back of the van, making it more stable at speed.

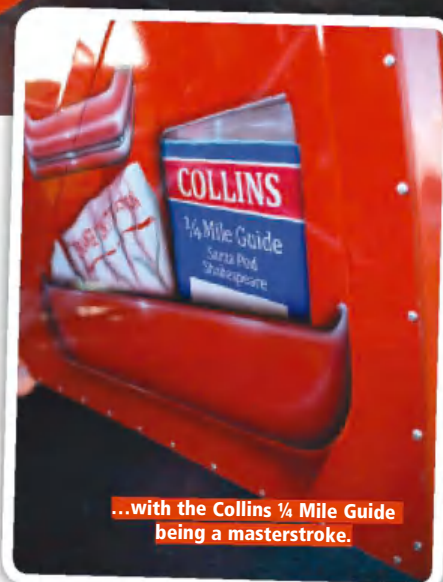


Being a builder by trade, the door pockets in Simon's work van are stuffed full of all manner of necessities to aid his working life. Apparently, the same applies to his race car...

season. Since then, the Orange Pop Racing crew have been fine tuning and tweaking to get the best out of the van and, on methanol, this has resulted in a best ET of 8.60 seconds. Quicker than the Pop ever ran, but still nowhere near quick enough for Simon...

Horse play

This season, Simon has moved a bit nearer to his goal, thanks primarily to an engine on loan from former Outlaw Anglia racer Richard Colby. This 400ci small block features a 6-71 BDS blower, twin 850 Holley carbs and a two-stage nitrous system, which has been set up to run on Sunoco MaxNOS



...with the Collins 1/4 Mile Guide being a masterstroke.

The on-loan blown engine has really made a difference to the Fordson's quarter-mile times. Don't forget that the chassis is tagged to 7.49 seconds, or quicker...



Pic: Callum Pudge

race fuel. The installation involved ditching the Jaz fuel cell as the space it occupied was needed to mount the ali rad from Serck Motorsport, with an ali fuel cell mounted underneath it. The loaner engine produces 900bhp and this has had a significant effect on the Fordson's quarter-mile times. Already this season Simon has run an 8.01 ET and a top speed of 171mph.

Remember that bug we mentioned at the outset though? It has now really taken hold of Simon, and he now has a fixation with the number six. Yup, he fully intends for the Fordson to cover the quarter mile in

team realise achieving this will involve a lot of work and a serious number of horses, the sort of numbers you can get from a blown ali motor.

Running the original 434ci engine netted Simon a best time of 8.6 seconds...



...but, thanks to the loaner engine from Richard Colby, the Fordson has already run a best of 8.01 this season. That's still not quick enough for Simon though...

be machining the block before Big Ronnie Atkins builds up the motor for us." That's one way of tackling that bug I suppose. To keep up to date with the team's future progress visit www.orangepopracin.co.uk.

on the edge of Top Fuel

less than seven seconds – a tall order if ever there was one, considering the current ET and top speed records in Outlaw Anglia are Paul Wright's 7.477 / 190.57mph, and have been for some time now. The Orange Pop

Simon describes the planned engine as, "on the edge of Top Fuel. It will be based around a full billet ali block and run a 10-71, or even a 14-71, blower. The target is for around 2,000bhp. Andy Mates will

THANKS

To my mum and dad, Sheila and Alan, crew chief Phil Pitt, crew members Martin and Wendy Goldingay and my ever-supportive partner, not to mention passionate petrolhead, Michelle Mockford.



The Orange Pop Racing fleet. Simon pilots the Fordson while his partner, Michelle Mockford, now races the Pop, which these days runs a 350 small block.

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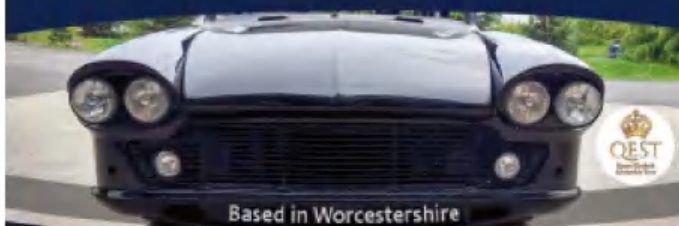
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Last time round we left the 'Tina stripped down to just its bare body and chassis. This month we cover, amongst other things, the final fitting of the floor panels and the re-installation of the rolling stock before the car is stripped down once again for finish welding, priming and preparation for paint. Tony does like taking things to pieces you know – but at least this time round we leave it as an assembled rolling car once again.

Tony has now conceded that, as time is against him, the Cortina will not be finished and on the road this year. The engine has been started up but, as yet, the car has not been driven under its own power. However, he is determined to exhibit the Cortina as near a fully assembled state as possible at this year's Supernats so, hopefully, many of you will have already seen it for real by the time you read this. After that weekend, the car will be stripped down again (no surprise there then) to facilitate the prep for final paint. Unless the plan changes that is... CUSTOM CAR



The etch primed floor panels were trimmed to fit before Tony welded them into place...



...a time consuming task to say the least.



With the panels in situ, they were treated to a couple more coats of etch primer.



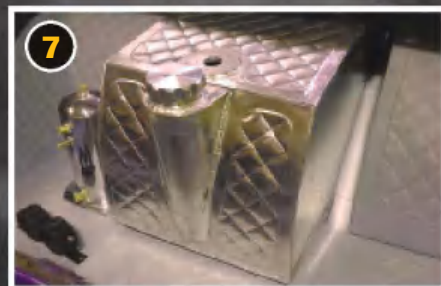
This is how the finished floor looks from below.



Tony then re-fitted the windscreen so he could finish off the panels that make up the bulkhead.



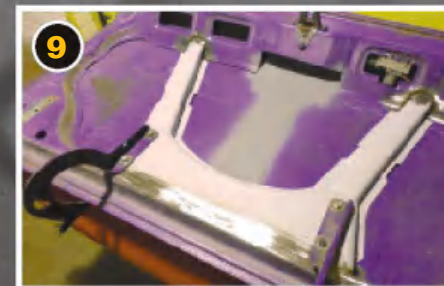
The rolling stock was then bolted up and, once again, the Cortina looked more like a proper car.



With the fabrication of the all panels for the boot-mounted petrol tank completed, Tony welded it all together and mounted the finished tank between the rear tubs.



He then discovered the petrol tank filler cap fouled on the strengthening rib on the underside of the boot lid so, as the hinges needed moving inwards anyway to clear the rear tubs, Tony cut out the offending section of metal...



...and made a new frame, which reinstated the rigidity to the boot lid and also provided new hinge mounts.



Fresh hinge brackets were then fabricated and welded to the underside of the rear scuttle...



...and, with the addition of a pair of lifting rams, the boot lid was bolted into place.



The pedal box was next on Tony's list of jobs to do, and naturally he designed and fabricated this himself.



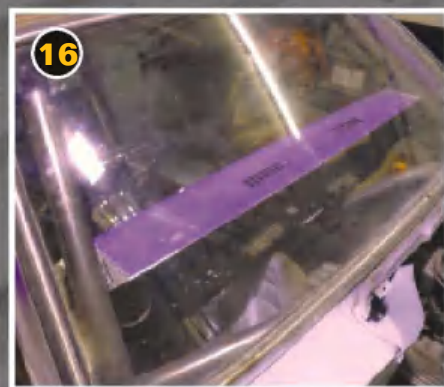
Likewise, the pedals themselves were laser cut from steel plate to Tony's specification.



These were then fitted to the pedal box using steel tube and bronze bushes. Space around the clutch pedal is somewhat restricted, but Tony reckons it should be okay.



The set back engine position dictated the dashboard be set back too to clear the front rollcage hoop and better suit the revised seat location. The solution was found by bolting the dash to the rollcage down tubes...



...this, however, meant there was quite a gap between the top of the dash and the bottom edge of the windscreen.



That gap was filled with 1mm steel sheet, cut to shape and, of course, diamond plated to match the floor panels. The cut-out Blacktop Customs lettering actually serves as the vents for the 'screen demister - trick, eh?



As the rear wheelarches were in need of repair, Tony decided to replace them but, as he doesn't tend to do things the conventional way, he used 'arches cut from a pair of spare front wings, then stretched them 3½ inches, making it easier to remove the rear wheels.



Once again, the rolling stock was removed and, once he'd made a roll-over jig, Tony set about the final welding on the underside of the car before coating it all with primer.



Before the running gear went back in again, Tony couldn't resist applying some coloured basecoat, just to see what further prep would be needed before the car is painted. The green is just some paint he had lying around, and not an indication of what the final colour will be - at least not as far as we know.



This is pretty much where Tony's at, at the time of writing. Mind you, it'll be another two weeks or so before this issue hits the shops and, as you've probably gathered by now, he doesn't like to hang about...

Five *alive*

Words: DB
Pics: Matt Woods

In all honesty, I was a tad worried about this year's fifth staging of Dragstalgia. Last year visitors to the Pod for this nostalgia overload had been wowed by the sight of *Rat Trap*, *Pure Hell* and *Havoc* taking turns running side-by-side down the quarter mile, yet the pre-event PR for this year mentioned no such spectacles. Would that mean it would be a damp squid in comparison to 2014?

Bizarrely, I can't give a definitive answer to that question. I did sort of miss them, but then again there was so much cool stuff going on I didn't miss them at all. If anything, there was no specific focal point to the track action this year, but that didn't bother me one iota. My only regret for the weekend was that I didn't get there in time to witness any of the racing on Friday. On the Saturday, I stood almost transfixed watching the virtual non-stop action from 10am until after 8pm - okay, I missed the first 30 minutes or so in the morning but I can live with that.

Downtime was minimal. There were a couple of altercations with the wall, and the inevitable oil downs, but that didn't spoil the entertainment. In fact, such inevitabilities gave me the opportunity to take a couple of welcome strolls around the pits to see what was going on behind the



scenes, and there was a lot to check out.

Late on Saturday night though came the rain. This slightly delayed the track opening on Sunday morning, but there was virtually three hours of racing before it was time for the track crew to stand down for their half

the rest of us it didn't detract from what was otherwise an excellent weekend. This was nostalgic drag racing at its very best. Old cars out for the first time in years, new cars out for the first time ever, yet looking like they dated back to decades ago. Even the start line crew

This was nostalgic drag racing at its very best

hour lunch break. A few minutes later it started to rain and, shortly after that, it really started to rain. So much so that an hour or so later the meeting was called.

Obviously, it was a shame for those who chose to only visit on the Sunday, but for

dressed for the occasion, and more and more of the race crews are doing likewise.

Hats off to the Pod people and, of course, the racing people - you all did us proud. All I need now are the dates for next year's Dragstalgia and I'm a happy man.



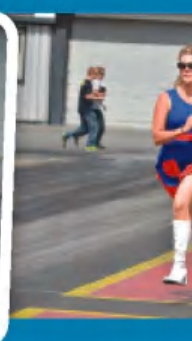
The strip was open for RWYB on the Friday afternoon, with many early arrivals taking advantage of the track time - such as Steve Woodley in his '34 coupe.



Andy Hadfield had pre-booked some passenger rides in *Twister* on the Friday. Karen Skelly was the first to take the hot seat, before two rides were given in support of the Red Victor 5-Second Club before gearbox issues prevented any further two-up quarters. With the trans' sorted, Andy ran a 7.86 on the Saturday and, being the gent he is, promises to sort the rides for those who missed out as soon as possible.

In need of back up

Back-up girls have always been a feature of Dragstalgia, and this year was no exception. Guiding the reversing Tiki Munki earned Nicole Rumble the title of Best Back-up Guy / Girl - maybe that award should be re-named Back-up Person, or even Back-upper?



The Wild Bunch turned up in force with a very impressive 38-car field, and proceeded to put on a great show for the eager crowd, with close racing and hard launches aplenty. Rainer Ziegler travelled from Germany to swell the ranks with his 327ci slingshot, *The Dude*...



Running in Wild Bunch, the *Perfect Pete* slingshot was driven by Jason Cull and Martin White, the latter running a personal best 10.296 / 113.76.



In Outlaw Anglia, Barry Woodford's Pop certainly marked its territory when the lights turned green. Yes, that is a piston being picked up...



...and Christian Frei brought the 500ci Linac #2 all the way from Switzerland. He not only went away with the Wild Bunch's Furthest Travelled trophy, but ran a personal best 8.020, too.



Hard as nails Model A is fresh out of Webster Race Engineering. Built for a 'Gentleman from Switzerland', the coupe runs an 1,140bhp, 583ci big block from Steve Schmidt Racing. With the driver only testing the car, he shut off at the eighth mile mark but still clocked an 8.60 at 140mph.



...the quick actions of the start line crew soon had the mess mopped up though.



Dave Clee gets a little assistance before running his 900cc Puma Triumph known as *Shotgun*.



The Hobbit was ridden by both John Hobbs and Australian Johnny Munn, who ran a 9.243 / 142 on the Sunday morning.



Dragstalgia

War time

We'll be bringing you the full lowdown on the Willys Wars in a future issue, but for now here's a taster of the second staging of the Wars courtesy of Dave Murdoch, Martin Eley and John Gumble.



Neil Harris was a new face in the Gasser Circus with his Rover-powered Austin Devon pick-up.



...then Jon Webster launched hard and the front wheels reached for the sky...



...fortunately, Mark Bishop saw what was happening and shut off immediately. *Hephaestus* came down hard, crossed the track hitting the wall then crossed over again and struck the opposite wall. Although Jon was knocked out he sustained no injuries and the only real damage to the car was a cracked nose cone. If all went to plan, it will have run again at the Mopars just two weeks later.



Late on the Saturday afternoon a pair of fresh-out FEDs pulled up alongside each other in the fire-up lane. The first was Jon Webster's *Hephaestus* (named after the Greek god of blacksmiths), with its blown 509ci big block Chevy mated to a Powerglide 'box...



...the second being Mark Bishop's, also built by Webster Race Engineering, which runs a blown 521ci Ford big block and Powerglide transmission.



After the burnouts, both cars pulled into stage...



Looking every inch the part, the American Super Stock class fielded almost 30 cars, one of which was the Nowak & Son Racing Team Plymouth Roadrunner driven by Adam Nowak...



...another being Carl Johnson's period perfect '65 Plymouth Belvedere II running a 426 Wedge motor.



Wayne Allman piloted the *Mental Breakdown* VW pick-up to a new best terminal speed of 182mph. That certainly is mental.

In our report on last year's Dragstalgia we mentioned how much use and fun Brian Savidge gets out of his '32 roadster. Nothing's changed there then.



After the racing finished on the Saturday, it was time for the obligatory Cacklefest. With all due respect to those who took part, in my opinion it was lacking a little in the cackle department...



...although the sight and sound of Bill Sherratt's imported '65 Fueler, *Yesterdays Dreams*, made the whole experience worthwhile. On the Sunday Bill was the worthy recipient of the Moment of the Weekend award.



Fire burnouts brought the track action to a close on Saturday, with Bob Hawkins and Dave Nelson lighting the wick in fine style.



Bradley Cooper's highlight of the weekend was when his father and crew chief of the *Back From The Past* slingshot, Ken 'Mr. Flathead' Cooper, was inducted into the British Drag Racing Hall of Fame.



Maurice Takoore was making his debut in Wild Bunch driving *Spirit*, which dates back to 1973 when it was built by Dave Miller. The blown 1,293cc BMC A series engine has powered the car to a best of 10.93 seconds at 124mph but, thanks to gearbox issues, Maurice was only running in the 13s at Dragstalgia.

Dragstalgia

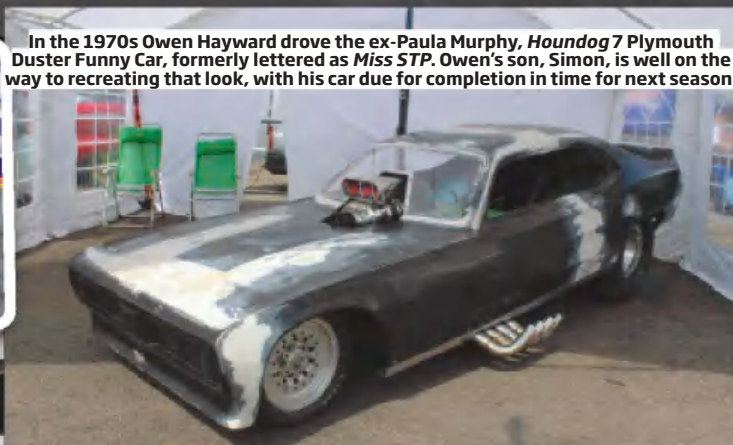


A true time warp moment, Henry Hirise back on the strip.

Another car under construction that will be joining the slowly swelling Nostalgia Nitro Funny Car ranks is Andy Raw's Beetle. Andy's been running a big block-powered Beetle flopper for years now, but this one will be getting a Keith Black nitro motor, reputedly one of Don Prudhomme's old units.



Pic: Mike Pye



Pic: DB

We've been eagerly awaiting the chance to see Bob Glassup's Mk1 Capri Funny Car on track and, although the team only did two initial launches over the weekend to see how the clutch responded, the car sounded strong and looked fantastic. When the tune up arrives from Canada, Bob will be able to keep the throttle in for longer and, with the team's experience, we're expecting to see some strong passes before too long.



Although the final run was rained off, Tim Garlick took the Nostalgia Cannonball win, thanks to a succession of arrow straight, low six-second passes in the Apache Funny Car.



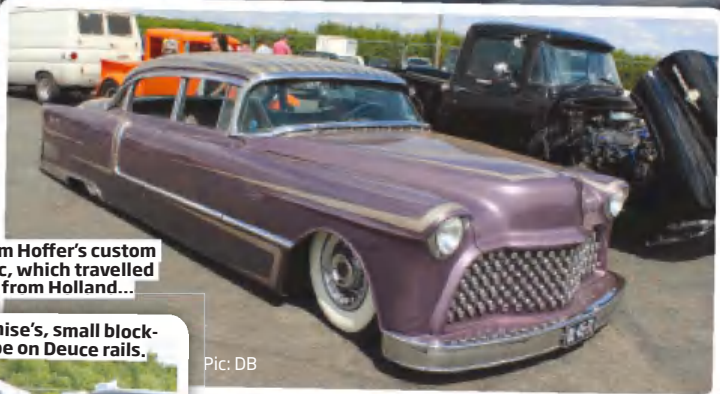
As usual, Lee Gallimore's 17-second Alter was running strong with the Supercharged Outlaws.



Pic: DB

The NSRA-organised car show coral attracted a lot more exhibits this year, even on the Saturday, but especially on the Sunday. The mix of show cars was spot on too, with the likes of Chris Wade's '69 Pontiac GTO...

...Willem Hoffer's custom Cadillac, which travelled over from Holland...



Pic: DB

...and his wife, Denise's, small block-powered '31 coupe on Deuce rails.



Pic: DB



Pic: DB

...Anthony Knight's '32 roadster...



All good things have to come to an end, and sadly the end came a little earlier than anyone wanted when the rain came at lunchtime on Sunday. Oh well, until next year...

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Muscular development

■ **Words and pics:** Mark Gredzinski

This year's Mopar EuroNationals, the 22nd annual edition, was topped and tailed by two days of heavy rain.

Though there was a glorious sunny day in the middle, it meant trying to condense a three-day meeting into one, which led to a sunny session of intense activity on the race track right up to 8pm on Saturday evening.

Highlighting the programme were three full sessions of six-second Pro

*trying to condense
a three-day
meeting into one*

Modified qualifying action, no less than 37 Top Sportsman cars and a round of the Gasser Circus. Then there were the Mopars themselves, both in the Muscle Car Shootout and RWYB action. Taking part was everything from lumbering '60's Chrysler 300s and Dodge Polaras to eight-second Barracudas, and everything else you can think of, from early iron to a late model Pentastar in between. Without further ado, here's a taste of the action. **DRIVEN**



Robert Joosten, driving his new 526ci Barracuda, qualified first in Pro Modified with a 6.20 / 232.

Kirsten van Croonenborgh managed a good launch in Suzy Q, her blown 500ci Barracuda.



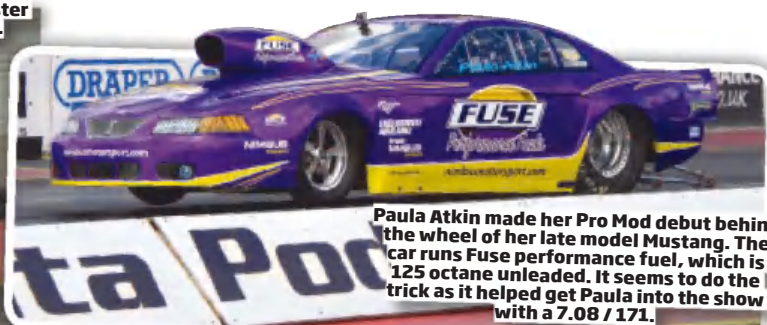
Winston Sewell is a Mopars regular with his 351 Cleveland-powered Mk 5 Cortina.

Another stonking burnout from Andy Robinson before running a stout 6.21 / 234. That put him in second spot in Pro Mod, albeit at the expense of a crank.



The Dodge Viper of Roger and Dave Moore runs as good as it looks. A 6.43 / 214 nabbed them the Pro Mod fourth spot behind a personal best 6.39 / 223 from Kev Slyfield's Thunderbird.

Chris Isaacs hooked up his turbocharged Plymouth Duster to the tune of a 6.75 / 211.

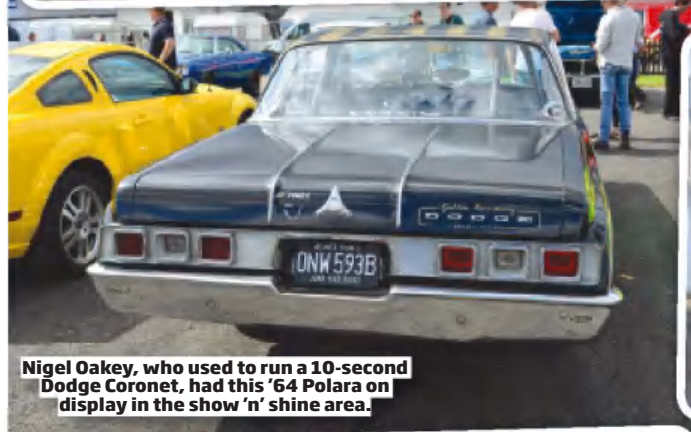


Paula Atkin made her Pro Mod debut behind the wheel of her late model Mustang. The car runs Fuse performance fuel, which is 125 octane unleaded. It seems to do the trick as it helped get Paula into the show with a 7.08 / 171.

Mick Payne has been out of Pro Mod for a couple of years, but tested his Hemi-powered Camaro to an 8.21-second pass.



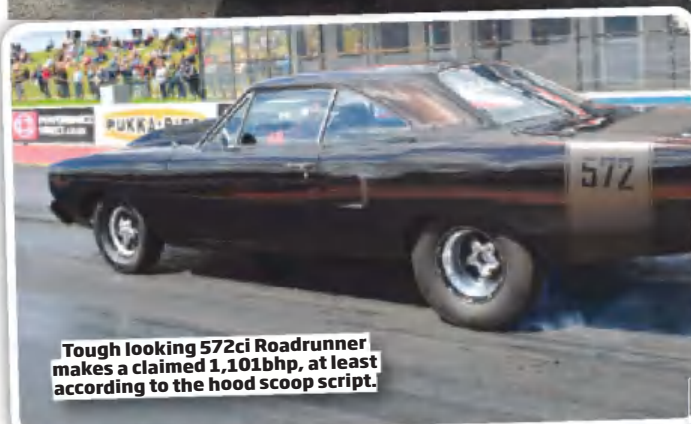
Having travelled all the way from Switzerland, Thomas Haas was running in Top Sportsman and qualified his 588ci Plymouth Valiant with an 8.13 / 164.



Nigel Oakey, who used to run a 10-second Dodge Coronet, had this '64 Polara on display in the show 'n' shine area.



'66 Dodge Coronet was good for smoky burnouts and a 13.04 / 105 on the Saturday afternoon.



Tough looking 572ci Roadrunner makes a claimed 1,101bhp, at least according to the hood scoop script.



Some good burnouts from this Mopar Charger preceded a 9.69 / 138 pass.



Jim Smith's 493ci Chrysler-powered Barracuda cooking up a smoke storm.



Pete Youhill's Chevelle was good for a 9.26 / 144 in the Top Sportsman show.



Plymouth Superbird ran an 11.14 / 123.



Frenchman, Renaud Launay's, Charger ran a 10.22 / 132.



Grumpy's Dodge was lettered by this author 20 years ago and still looks the part.



Des Taylor used to run the Revell Rebel Ford Pop over 30 years ago. York Raceway is his home track but he was burning out well at the Mopars in his Chevy Nova.



John Reeve ran a new personal best 6.92 / 193 in his Chevy-powered Topolino, El Bandito.



'68 Pontiac GTO ran 12.62 / 108.



Matt Wright's twin turbo, 582ci Rolls Royce is capable of running in the sevens.



In our Dragstalgia report in this issue, we mentioned that Jon Webster vowed to have his FED sorted in time for testing at the Mopars. As you can see, he was true to his word.

As always, the Gasser Circus guys and gals did their utmost to enjoy themselves, putting on a great show for the crowd at the same time.



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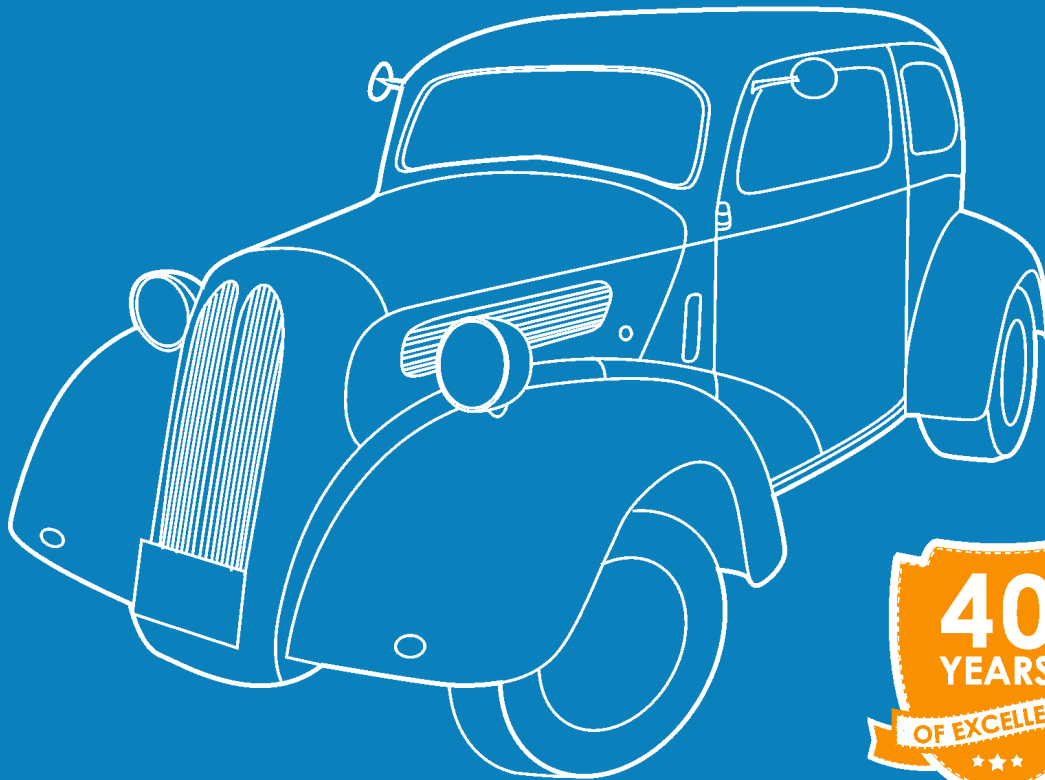
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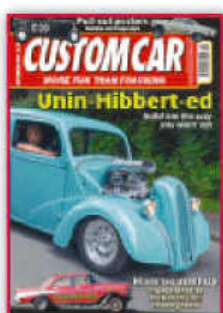
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Cadillac

COUPE DEVILLE 7.0 V8 AUTO



1966, EPOA. Wheels and Tyre's are in Great shape and have all the Original 1966 hub caps. Few of the small Cadillac Deville badge's are missing on the drivers rear quarter & Boot Lid and there is a Center peace missing on the middle of the dash. The Car comes with lot's of receipt's and paper work. Original Owners Manual, Shop Manual, Dealership Protect-O-Plate Book. UK V5, Clifford Alarm Book, Few MoT's. Surrey. 07972 025719

DE-VILLE CONVERTIBLE



1967, Buckinghamshire miles, £13,500 ovno. I have carried out the following works :- Installation of 4 new dampers. Replacement of all steering joints/ suspension bushes. Complete renewal of braking system inc. booster, master cylinder, all wheel cylinders and parking brake, cable. Replacement of dist. cap, rotor arm, plugs, points and HT leads. Complete overhaul of instrument cluster inc. Odometer, speedometer, fuel gauge, engine temp. and clock. New speedo cable Contd. :- New door locks. New Battery. Road tax - Free. MoT - 12 months. 07850 352521

STS



1992, 22,591 miles, £POA. Has been garaged since new and one owner from new. All original body and paintwork. LEFT HAND drive. Last tax disc was 2005 which is the last time it was used on the road and has been SORN ever since therefore no MoT. It needs a new battery but with a jump start, starts first time. All pictures in the listing are while the engine is running, tyres are all good. Kent. 07956 053897

FLEETWOOD BROUGH

1981, 33,780 miles, £3,500 ovno. Good solid all round car, runs well, history, Isle of Man import, lovely V6 auto, smooth and economical. Carmarthenshire. 01267 232923

Chevrolet

APACHE



1958, £6,295. Not licensed since 1976 it will need full restoration. What you see is what you get. Items I know are missing are Radiator / Prop / Rear Lights/ Bed Wood. This has its original Title Document and the Nova Form to allow registration. It will also be MoT exempt due to its age. All duties paid May be able to deliver for free if close to Northamptonshire. Northamptonshire. 07813 161529

C10 HALF TON SHORT BOX



1973, £8,750. Has had a full service with oil filter, plugs, plug leads, battery lead with Isolater, rocker cover gaskets, brake hoses, all valve stem seals replaced and new windscreen washer and pump. Saddle blanket seat cover. Truxport tonneau cover. A new heater and rubber bed liner. New Tyres all around and this truck has driver quality paint. Somerset. 01934 419552 / 07714 247068

CAMARO



1973, 49,812 miles, £28,950. In excellent original condition. Freshly imported from the USA. The mileage is supported by the service history. The engine is in first class order and is on the button with no issues, the transmission shifts as it should, the interior of the car is as new, the body and paint are good mechanically the car is exceptional and comes with a brand new MoT. 07756 639988

PICKUP



1938, £5000 Offers invited. I have had it 3 years and it is fully uk registered, all duty paid and issued with a number plate. The engine is with it but gear box and rad disappeared in shipping but it needs a t5 gear box any way and possibly a crate v8 or a hot 6 cylinder as I was going to do. I can help load or even deliver at extra cost any where. Warwickshire. 07725 121179

STEPSIDE



1964, £9,500. Full MoT. Ready to drive away, only driven 2 days since imported. Lots new stuff inc Ball joints, springs, battery, wood bed etc; over 3000 spent. Taxed MoTd, registered. Call for details and quick sale. 07774 322110

CHRYSLER

300C DIESEL AUTO



2007, £5,750. (57 plate) chrysler 300c auto, diesel, black, grey leather, 80k with history, excellent allround condition and runner. 22" alloys. Lancashire. 07523 146094

DODGE

DURANGO HEMI TOP SPEC



2004, £8,995 Or near offer. Full leather, cruise control, electric seats, electric windows, A/C6 Disc CD player, Magnaflow Exhaust. Seats 7 comfortably and still has storage. Unfortunately I'm selling my 5.7 Hemi to make way for a baby. Hertfordshire. 07816 324990

FORD

GALAXIE STARLINE



1961, £15,500 Offers invited. This car sounds amazing perfect rumble on idle and a gorgeous roar when that throttle opens. the automatic gearbox pulls lovely through the gears and its still fitted with its factory 9 inch rear end. The body is very solid there is no signs on rust or holes, all original floors and sheet metal. It has been painted at some point, the paint work is very presentable but is showing its age, but she polishes up beautiful. 07841 654222

MUSTANG COUPE

1966, £POA. Code v8 auto red pony deluxe interior very nice unmolested car no repairs perfect floors CA black plate car engine bay still has factory stickers, call, photo. 01962 774317

MUSTANG COUPE



1964, £16,000. V8 289 cubic inch 4.7 litres. Built in San José imported from Texas in 2011. Full bare metal respray in Phoenician yellow. 3 speed manual transmission Daisy mag alloys. Pony interior Power steering. Classic vehicle free road tax mustang car cover included. Hampshire. 07831 528428

MUSTANG S197



25,000 miles, £20,995. On a 06 plate, I am only the 2nd owner, the first owner only did approx 3000m, colour is mineral Grey with black painted strips, fitted is the full cervini body kit, recent new battery, MoT 01/10/15. 07904 375105

OLDSMOBILE

CUTLESS



1973, £4,995 ovno. MoT 10 months starts and runs well. Phone for more info. Norfolk. 07989 952892

PLYMOUTH

FURY II



1965, 123,000 miles, £6,000 Or near offer. Power comes courtesy of a 318 V8 5.2L, auto transmission. Fires up easily, sounds really sweet. Nice quite burble. The original colour was red judging from the engine bay, has been blown over in white, probably many years ago as the paint is completely flat. This is only in need of light restoration, I'm only selling as living arrangements have changed. In amazing condition for 50 years of age being from California it is completely rust free. Also comes with the very rare option of rear fender skirts. Registered in the UK, all duties paid with all the paperwork ready to insure and drive away. Passed MoT no problem. London. 07856 411515

PONTIAC

CHIEFTAIN



1955, £4,950. Had 12 months MoT put on it. It has done less than a thousand miles since. The engine is a 1970's GM engine believed to be a 400 cubic inch. It has a matching gearbox. It is registered as 6200cc. The engine runs lovely and smooth, sounds great, very reliable, very fast. There are bits of surface rust around the body but generally very solid. Perfect for restoration or rat rod. I love it just as it is. 07710 400613

TRANSPORT MONTANA



1997, 51,500 miles, £2,995 ono. Mot october 2015. 2 owners from new. 1 florida owner & 1 uk owner myself. imported in late 2011 by me & used as my own personal car. 4 good tyres very clean grey cloth interior & white paintwork. 8 seats all fold down & rears can be removed. Ac front, rear, cruise, abs, electric mirrors, CD player. Possible part exchange cheap small car. Surrey. 02086 478329 / 07860 123053

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PARTS FOR SALE

WILLYS



1938, £1,000 ono. Glass body on original chassis. Narrowed at rear. Cambridgeshire. 07951 867663 (RB)

LITERATURE AND INFORMATION FOR SALE

OLD CAR MAGAZINES

£2 each mag. Street Machine 1984 x 1, 1983 x 3, 1988 x 2, 1987 x 3. Car Mechanics 1963 £3. Rod and Custom 1978 x 1. Autocar 1981 x 3. Sports Car 1958 x 1 £3. Practical Motorist 1964 x 1 £2. Will post. Devon. 07971 687318

LITERATURE AND INFORMATION WANTED

LITERATURE

Wanted. British / European drag racing handouts 2010-2015. Send details to Steve Warner. Northants. 01933 650742 (JP)

MISCELLANEOUS FOR SALE

ELECTRIC ORGAN

£200. In very good condition. Some 20 years old. Plays excellent sound. Also records with it. Something to enjoy. Middlesex. 0208 906 1581 (after 6 p.m.) (RB)

PRIVATE NUMBER PLATE

£850 ono. REG. WNU 327, On retention. 07931 578315

REGISTRATION NUMBER

£350 inc Transfer. Private Reg no. N13 BAF. on Retention. 01530 460573

VINTAGE LEATHER JACKET



£40 plus postage. Hand painted on back. Size 38 inch chest. Devon. 01884 254099

VARIOUS

EPOA. Classic American magazines, approx 166 in total. £100 the lot. Packard wheel trims, two off, £10 each. Cadillac wheel trims, ten off £10 each. Sheffield. 0114 268 6354 (PB)

MISCELLANEOUS WANTED

ADVERTISING ITEMS

Wanted. For cars, motorbikes or oil products, wanted signs, brochures and posters. Derbyshire. 07956 296418 (MC)

DRAG RACING MEMORABILIA

Wanted. Maneater / Alleygator / Stormbringer / Gladiator / Highway Patrol. Northants. 01933 650742

WANTED NDRC

1970s-80s, Wanted. Orange marshalls coat/jacket/t-shirt etc. Also other club items wanted. Send details to Steve Warner. Northants. 01933 650742 (JP)

MOTORCYCLES & SCOOTERS

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2004, £10,500. Professionally converted July 2013 to an exceptionally high standard and only covered 7,332 Miles before conversion. New MoT & Tax, only covered 248 miles as a Trike. Rides faultlessly, would consider PX combination old car etc. W Wales. 01267 232897 (MC)

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1975



1980



1985



1990



1995



2000



Remember when... 38 years ago

...CC's readership was a bunch of scholars who liked nothing more than writing to us with the answer to all the questions we never asked? This month, our dearest readers informed us of our exclamation-mark-to-page ratio (significantly less than H*t C*r's I might add), explained how the increased coefficient of friction between tyre and road negated any benefit in roadholding gained from fitting wider tyres, how jacking up one's automobile made it really quite dangerous, and disclosed that "nine out of every people with less than 100bhp is a turd." Was it any wonder then that we saw fit to equip our cover with nothing more than a pair of unbridled norks, a blown Hemi and a pun based on the classic literary work of J D Salinger. Is there anything more one requires in life?

The Hemi in question, of course, belonged to the inimitable duo of Pat Cuss and Bob Ashley, the name *Rat Catcher* on Cuss' helmet would have told you that. But *Rat Catcher* was a Topolino-bodied

Pro-Comp rail, I hear you cry. 'Twas indeed, 'cept that come 1977 it wasn't. Only the name lived on in what was a completely new, state-of-the-art for the UK, 236in wheelbase, trapezoidal frame, Pro-Comp dragster. The 354ci iron elephant may have been as American as mom's apple pie, but there was plenty of British in the mix too, namely the Rowatt two-speed transmission, Avon front runner tyres and hand-formed aerodynamic body with aerofoil section nose piece and NACA profile rear wing. Sadly, our feature gave no indication of the times the car was running, though a skim through the small report on the NDRC's Wroughton drags in the Sport section up front elicited the fact Pat laid down a 9.13 / 168 and a 9.37 / 170 to take the class win.

nine out of every people with less than 100bhp is a turd [sic]

For the custom vanners out there – and there were plenty of them in 1977 – we launched this issue across your bows with a double feature on two custom Trannies, *Cord Blimey* and *Quick Silver*, but more on these over on the other side of the spread. From there we were straight into street racer territory with Dave Grady's tough '57 Ford Customline. With a breathed-on 289 where the straight six once was, radiused arches, slot mags, sort of wheelie bars and no interior, it was, as Dave put it, "strictly street."

Next up came quite the opposite, Barry George's old strictly show *Mr. B's T*, his idea

of the ultimate American-style fad T. With names like Ed Wimble, Nick Butler and Keith Harvie amongst the cast of thousands that had a hand in its creation, it was no surprise it was right on the money.

For those more interested in muscle, we brought you Barry Coggs' custom C3 Vette. The fashionable in the '70s fish scale and 'flake paint played second fiddle to the hot 327 under the L88-style bonnet, which Barry claimed was capable of pushing the car to 100mph in a shade over 10 seconds and up to the 150mph mark on the clock. Sadly, we didn't show you very much of it, and even less of the engine.

And that was pretty much it for the feature cars this month, unless you count the stock '34 more-door Buick or the

new Alfetta GTV we took for a road test. Or, for the two-wheel jockeys, the agonisingly expensive MV Augusta America. Unsurprisingly, we concluded the Italian Alfa was rather good, quite stylish and already going rusty (it was brand new), the Italian motorcycle was bloody good but had iffy electrics and fit and finish and the Buick was the size and weight of an underpowered tank.

However, this was not the end of the road for this month's issue, far from it, because from here we went into the 'Roddin' at Random' section, which provides a better insight into the state of hot rodding UK in



With a mere 12 colour pages at our disposal in '77 (and three of them going to advertisers), someone had to miss out, and this month it was Dave Grady's street racer '57 Ford that didn't make the cut. Pity, as it was a tough looking car.



Good old Chris and Teri, CC's version of the much loved *Blue Peter* presenters. This month they were looking through the porthole windows.



In case you were wondering what the unusual aerodynamic bodywork looked like (or just wanted to see Dee Harrington in the buff again), here she, er, it is in full.



Sure, you can import a custom Dodge, GMC or Chevy day van, but has anyone got the balls to build a new custom van from scratch based on a good old English Trannie?



Remember these?

There's a new vanning trend these days you may be aware of. It involves buying a brand spankers Volkswagen T5 and shipping it straight off to one of a number of specialists, who will happily relieve you of anything up to the original purchase price of the van to turn it into your very own personally customised camper. They're a little more subtle than the custom vans of old – though even murals are making a comeback, so it's only a matter of time before porthole windows start making an appearance, too – so you might not even necessarily spot one on the road, but the principal is the same as these vans.

Take *Cord Blimey*, the pale blue SWB Transit. This was a demonstrator built by Dave Curtis' Del J of Paddock Wood, Kent. It was a brand new Transit 100 custom, with a low compression 1600 Kent engine and factory warranty, but given a Mech-Spray paint job, full cord, pine

even murals are making a comeback

and shag pile interior, captain's chairs, TV, radio cassette, ports, scoops and a Jimmy Hill chin spoiler. Finished off with a set of Wolfies and a pair of non-functioning side pipes, it bumped the price up from £2.5 large to a staggering six grand, but of course yours could be painted, trimmed and equipped exactly as you wanted it.

The other van shown here was one of the 10 demonstrator custom vans brought by northern Ford commercial dealership, H&J Quick, to the '77 Belle Vue show. Again, starting with a poverty spec 100L model (LWB this time) they (that being Steve Stringer of Star Vans fame) added flared 'arches, Carlos vandango Appliance rims and Thrush Sidekicks, had Geoff Ridgway spray the sparkle and Queen's Silver Jubilee-inspired murals then equipped the inside with shag, swivel chairs and a pair of *chaises longues*. No joke. Yours to buy direct from Ford, if you had the money.

So, if you're still wondering if the custom van fad is really making a comeback, it has, you just may not have noticed it.



Unfortunately, this was about all we got to see of Barry Coggs' allegedly 150mph custom 'Vette. Shame.



This one needs no introduction, nor does the man behind it, so we'll just say it's Barry fuckin' George's old T.

'77 than the cherry picked feature cars. For here were the cars we'd snapped on the street at Chelsea, Stratford and somewhere in Lincolnshire. We even devoted two colour pages to a montage of some of the best. It was certainly a mixed bag in '77, but then 'the scene' was a very different place to that which it is today. As was CC for that matter, for can you imagine the trouble we'd get into if we employed an American to write a monthly piece for us on how to abuse foreigners in their native tongue. This month Ken Kessler stuck it to the French. *Vous n'avez pas les couilles* indeed.

Right: Of particular note at Santa Pod's Jubilee meet this year was Finnish ice hockey star, Olavi Knuutinen's, fresh out Monza Flopper. Built by Dennis Priddle, it was said to be the most expensive Funny Car ever built at the time. On nitro it ran a 6.98 / 185 on its debut and then later became the JWR Monza, then the *Panic Monza*, then the *Entertainer Monza*, then...



There's sure to be some familiar faces amongst this lot. If you're in here, consider yourself honoured to have made it onto a rare CC colour spread in '77.

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Why a truck you may well ask, just fancied a change from a car, I have looked for a couple of years now on Ebay.com, the price wasn't right or after inspections not as the advert read. Then this year in Feb, I came across this 1953 5 window step-side pick-up truck located in Grass Valley California, nice dry state, the primrose yellow caught my eye. Advert read full frame off restoration, 6 times trophy winner, it said email for appraisal & more photos, this I did.

In the mean time I was onto Hill Shipping for a quote, it was within my budget, I then spoke to the appraiser and the client he was selling the truck for, and a deal was done, it scored a 4 out of 5 on the report.

Hill Shipping collected the truck and home she sailed in a container. It arrived at Southampton, where it was transported to my home in a covered wagon. When the curtain was pulled open there was my truck not a mark or scratch on it.

Just like to say once again a big thanks to Hill Shipping, and Tristan the guy who delivered it all in one piece.

Highly recommend this team another job well done.

Thanks again to you all.

Phil Hynes



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Events

A full list of events can be found on the *Custom Car* website at www.customcarmag.co.uk

NB: We advise you to double check with organisers that the event or show as listed is still going ahead, to avoid any wasted journeys. To submit an event, email motorevents@kelsey.co.uk, fax 01733 557235, or write to *Custom Car Events*, Kelsey Media, PO Box 978, Peterborough PE1 9FL.

AUGUST

14-16 Clydeside Cruisers' 5th Show 'n' Cruise. Lochbarr Leisure Services, Lochwinnoch, Renfrewshire PA12 4JB. www.clydesidecruisers.co.uk

14-16 AACI Late Summer Open Nationals. Billing Aquadrome, Northants. www.aac-int.com

15 RWYB. Santa Pod. www.rwyb.com

16 Blackpool Classic, Custom Car and Bike Show. Staining Village Hall, Chain Lane, Blackpool. <https://podio.com/webforms/11946183/825267>

22-23 Vultures CC Carry on Camping. BOS Club, Bordon GU35 9HG. Car show on the Sunday.

23 Seaford Motorfest. Martello Fields, Seaford, East Sussex BN25 1JH. motorfest@seafordcommunityeventscommittee.co.uk

23 Retro Rides Gathering. Shelsley Walsh Hill Climb, Glos. www.retroridesgathering.com

23 Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com

28-30 GOW! Speed Hill Climb. Prescott Hill, Glos. www.vhra.co.uk

28-31 NASC Street Rod Nationals. Trinity Park, Ipswich. www.rodandcustom.co.uk

29 Corvette Special. Ace Café, London. www.ace-cafe-london.com

29-30 Wings & Wheels. Dunsfold Park, Cranleigh, Surrey GU6 8HY www.wingsandwheels.net

29-31 Open Sport Nationals. Shakespeare County Raceway. www.shakespearecountyraceway.com

30-31 5th National Hot Rod Reunion. York Raceway. www.yorkraceway.org.uk

30 Canamania. Wimborne, Dorset. www.canamcarclub.org.uk

30-31 Blenheim Palace Festival of Transport. Rods and customs welcome. www.blenheimpalace.com

31 Buster Lang. Morden Park, Morden, Surrey. www.busterlang.co.uk

31 Cars & Stripes American Auto-Fest. Rockingham Motor Speedway, Corby, Northants. www.rockingham.co.uk

31 Kent Chrome and Cruisers Show. Abbey School, Faversham, Kent. 07903 339466

31 Victory Wheelers' Hot Rod, Custom and American Car Show.

Stansted House Estate, Havant, Hampshire PO9 6DX. www.victorywheelers.co.uk

SEPTEMBER

2 End of Summer Riot. Ace Café, London. www.ace-cafe-london.com

2 Pro Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com

3-6 FIA European Championships - Final Round. Santa Pod. www.santapod.com

5-6 Kustom Kulture Blastoff. Lincolnshire Showground LN2 2NA. www.kustomkultureblastoff.com

5-6 Jolly Farmer Retro, Classic and Custom Car Show. Horn, South Godstone, Surrey RH9 8JR.

6 Lazy Sunday Wax & Wheels. Nottinghamshire. 01623 721056

6 60 years of the '55 Chevy. Brooklands Museum, Weybridge, Surrey. www.brooklandsmuseum.com

6 615 Squadron Kenley Hot Rod, Custom Car & Bike Show. Kenley Airfield, Caterham CR3 5FX. www.facebook.com/615squadronkenleycarshow

11-13 NSRA Hot Rod Drags. Shakespeare County Raceway. www.nsra.org.uk

11-13 Goodwood Revival. Goodwood, Sussex. www.goodwood.co.uk

13 RWYB. Santa Pod. www.rwyb.com

13 Kent's Classic Car Show. Aylesford Priory, Kent. www.kentsclassiccarshow.co.uk

18 Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com

18-20 NHRC Hot Rod & Custom Car Show. Lepton Highlanders Sports & Social Club, Huddersfield. 07768 071916

18-20 AACUK Autumn Nationals. Drayton Manor Park, Staffs. www.american-auto-club.co.uk

19-20 National Finals. Santa Pod. www.santapod.com

19-20 Footman James Classic Car Show. Event City, Manchester. www.manchesterclassiccarshow.com

20 UK Northern Finals. York Raceway. www.yorkraceway.org.uk

20 A602s' Autorama. Fairlands Valley Showground, Stevenage, Herts. www.a602sstreetandstriprods.com

20 Route 62 Kustom Show. Pontefract Racecourse, Yorkshire. www.facebook.com/Route62Kustomshow

20 The Big Welsh Classic Car Show. Margam castle, South Wales. www.facebook.com/events/845526792173504

25-27 Fort Paull American, Rod and Custom Show. Fort Paull, Hull HU12 8FP. No dogs allowed in Fort. 01709 542555 / 07787 915081

25-27 Wessex Rod & Custom Weekender. Norden Farm Campsite, Wareham, Dorset. www.facebook.com/events/1574765112781757/

26 Saturday Night Special. Santa Pod. www.rwyb.com

26-27 Late Summer Madness Public Track Weekend. Shakespeare County Raceway. www.shakespearecountyraceway.com

26-27 Sywell Classic - Pistons and Props. Sywell aerodrome, Northants. www.sywellaerodrome.co.uk

26-27 Popstalgia. Bosworth Water Trust, Nuneaton, Warks. 07813 478789

OCTOBER

3 RWYB. Santa Pod. www.rwyb.com

4 The P-15 Picnic ('46-48 Chrysler Corporation Cars). Sywell Aerodrome, Northants. 07802 355025 / 0845 257 1939

7 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

10 RWYB. Santa Pod. www.rwyb.com

10-11 Late Autumn Madness Public Track Weekend. Shakespeare County Raceway. www.shakespearecountyraceway.com

11 Judgement Day. York Raceway. www.yorkraceway.org.uk

24 Saturday Night Special. Santa Pod. www.rwyb.com

24-25 Halloween Bonfire Burn Up / Gamblers Race. Shakespeare County Raceway. www.shakespearecountyraceway.com

25 RWYB. Santa Pod. www.rwyb.com

25 Rat Rod Review. Ace Café, London. www.ace-cafe-london.com

31 Flame & Thunder Show. Santa Pod. www.santapod.com

31 Whitby Kustom Show. West Cliff School, Whitby YO21 3EG whitbykustompaul@gmail.com 07770 585422 / www.facebook.com/whitbykustompaul

31 Can-Am Car Club's Spooktacular. Wimbourne, Dorset. www.canamcarclub.org.uk

